Facts AND Figures

of the

Automobile Industry

National Automobile Chamber of Commerce

1926 EDITION

INTRODUCTION

This is the seventh annual edition of "Facts and Figures of the Automobile Industry."

Outstanding among the developments of the past year is the fact that countries abroad bought more than a half million motor vehicles, a gain of 39% over 1924.

Foreign lands now have but 19% of the total world registration, and their demand for motor transport is growing rapidly. Motor vehicle factories are busy all over the world, and at the same time American exports are increasing each month.

This annual review aims to present in ready reference form essential data on the development and present standing of motor transportation, including such topics as:

Production	Legislative Principles	Employment
Registration	Taxation	Allied Industries
Rail use of motor vehicles	Traffic (Shipping)	Bus Growth
Farm use of cars and trucks	Traffic (Highway)	Electric Vehicles
Foreign Trade	Safety	Employment
Highways	Finance	Capital Invested

The National Automobile Chamber of Commerce, which publishes this booklet, is the trade association of car and truck manufacturers. With its predecessor association it has represented the automobile industry for 26 years.

Its purpose is to serve as a clearing house of research and information on subjects concerning motor transportation, to promote the sale and use of cars, and to represent the automobile industry in all matters where co-operative effort is proper, efficient and economical.

Its activities in such matters as standardization and in cross-licensing more than 700 patents have made for a better product and reduced manufacturing costs, with resulting savings to its members and the public.

NATIONAL AUTOMOBILE CHAMBER OF COMMERCE
MARLIN-ROCKWELL BUILDING
366 MADISON AVENUE, AT 46TH STREET, NEW YORK CITY
Detroit — General Motors Bldg. — Cable Address: Nautomerce — Washington, D.C. — Transportation Bldg.

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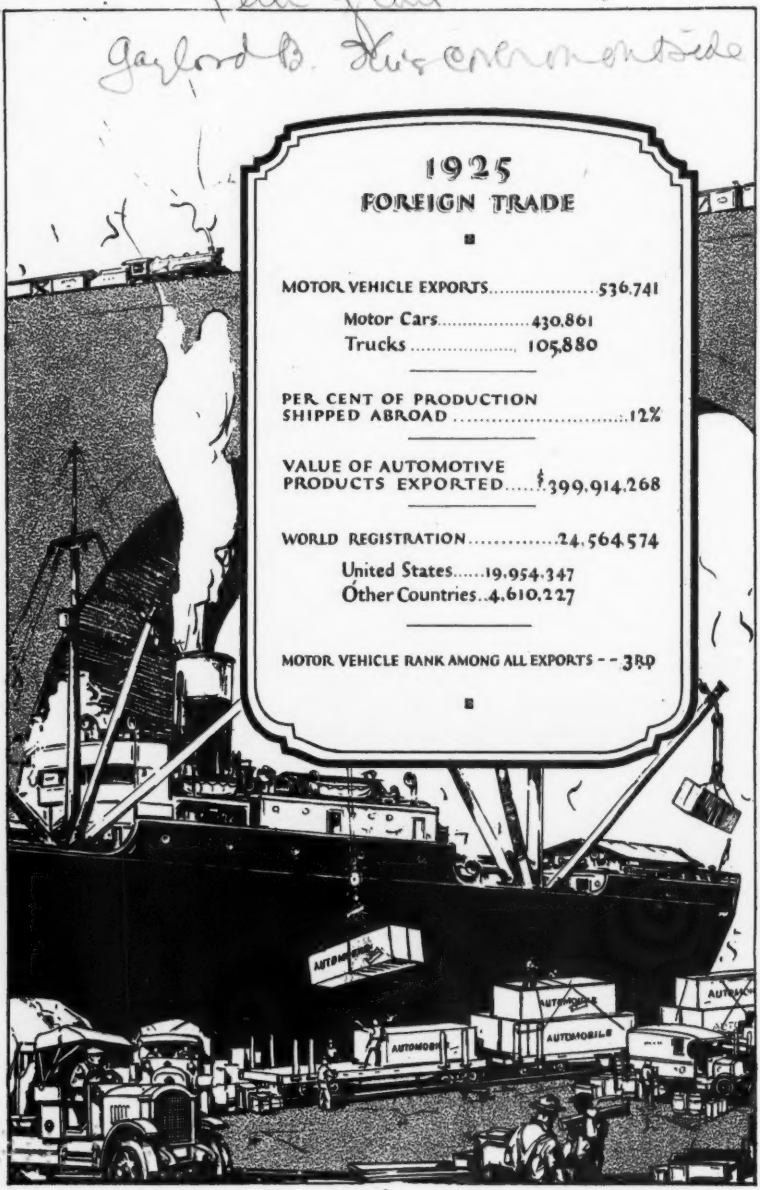
Tech grant
Gaylord B. Hus ... Inglewood



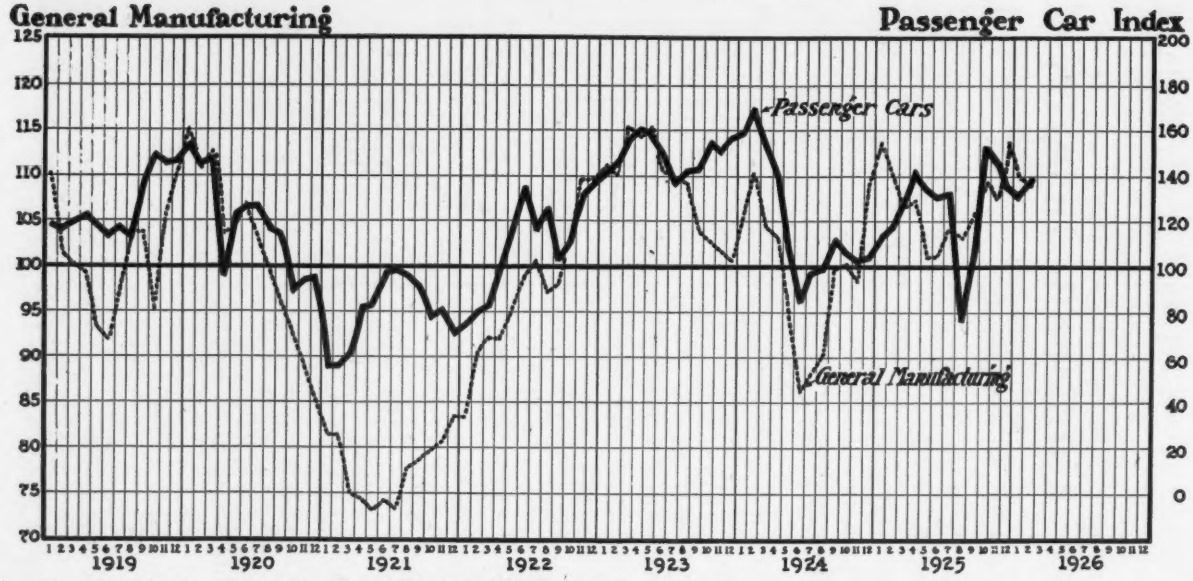
1925

in the

Automobile Industry

Production (U. S. and Canada)		**4,336,754**
Number cars	3,839,302	
Number trucks	497,452	
Open cars	1,676,171	
Closed cars	2,163,131	
Per cent closed	56%	
Wholesale Value, Motor Vehicles and Parts		**$4,210,174,963**
Cars	$2,523,642,558	
Trucks	454,262,275	
Parts sold by motor vehicle manufacturers	308,830,130	
Replacement parts and tires	923,440,000	
Exports of Motor Vehicles (U. S. and Canada)		**536,741**
Registration (U. S.)		**19,954,347**
Cars	17,512,638	
Trucks	2,441,709	
Motor Vehicle Manufacturing Business (U. S.)		
Capital invested (tangible assets)		$1,888,028,810
Wages and salaries		649,668,829
Number employed in car and truck factories		361,442
Number employed directly in the industry		3,204,442
Number employed directly and indirectly		3,445,642
Number of Motor Vehicle Dealers		**48,555**

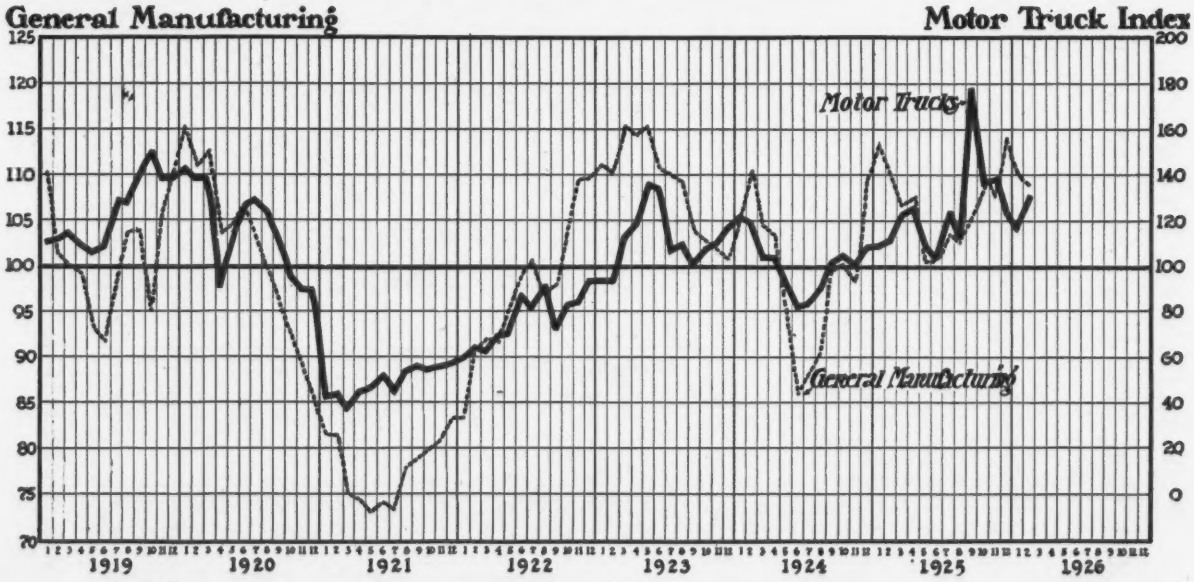
Passenger Car Curve Fluctuates with General Manufacturing



General manufacturing curve by courtesy Harvard Committee on Economic Research.

The factors of growth and seasonal variation have been computed and eliminated from the passenger car curve. Normal growth was computed to be 2000 cars a month. For figures on the seasonal element see page 9.

Motor Truck Production Compared with General Manufacturing



General manufacturing curve by courtesy of Harvard Committee on Economic Research.

Seasonal variation and secular trend or growth factor have been eliminated from the truck curve. Secular trend was computed to be a normal increase of 170 trucks per month. The seasonal indices are shown on page 9.

Car and Truck Growth in Production and Registration Compared

	PRODUCTION		REGISTRATION		PER CENT Gain in Car and Truck	PER CENT Gain in Car and Truck
	Passenger Cars	Trucks	Passenger Cars	Trucks	PRODUC-TION	REGIS-TRATION
1895	4	.....	4	.....	....	....
1896	25	.....	16	.....	....	....
1897	100	.....	90	.....	....	....
1898	1,000	.....	800	.....	....	....
1899	2,500	.....	3,200	.....	....	....
1900	5,000	.....	8,000	.....	....	....
1901	7,000	.....	14,800	.....	40%	85%
1902	9,000	.....	23,000	.....	29%	55%
1903	11,235	.....	32,920	.....	25%	43%
1904	22,419	411	54,590	410	100%	67%
1905	24,550	450	77,400	600	11%	42%
1906	33,500	500	105,900	1,100	36%	37%
1907	43,300	700	140,300	1,700	30%	33%
1908	63,500	1,500	194,400	3,100	48%	39%
1909	127,731	3,255	305,950	6,050	100%	58%
1910	181,000	6,000	458,500	10,000	43%	50%
1911	199,319	10,655	619,500	20,000	12%	36%
1912	356,000	22,000	902,600	41,400	82%	48%
1913	461,500	23,500	1,194,262	63,800	28%	33%
1914	543,679	25,375	1,625,739	85,600	18%	36%
1915	818,618	74,000	2,309,666	136,000	57%	43%
1916	1,525,578	92,130	3,297,996	215,000	81%	44%
1917	1,740,792	128,157	4,657,340	326,000	15%	42%
1918	926,388	227,250	5,621,617	525,000	-38%	23%
1919	1,657,652	316,364	6,771,074	794,372	71%	23%
1920	*1,883,158	*322,039	8,225,859	1,006,082	12%	22%
1921	*1,514,000	*147,550	9,346,195	1,118,520	-25%	13%
1922	*2,406,396	*252,668	10,864,128	1,375,725	60%	17%
1923	*3,694,237	*392,760	13,479,608	1,612,569	53%	23%
1924	*3,243,285	*374,317	15,460,649	2,134,724	-11%	17%
1925	*3,839,302	*497,452	17,512,638	2,441,709	20%	14%

*Includes Canadian Production. For Canadian production given separately, see page 14.

Annual Production of Motor Vehicles

TOTAL CARS AND TRUCKS

Year	Number	Wholesale Value	Year	Number	Wholesale Value
*1899.....	4,192	$4,899,443	*1914....	569,054	458,957,843
1903.....	11,000	12,650,000	1915....	892,618	691,778,950
*1904.....	22,830	24,629,439	1916....	1,617,708	1,088,028,273
1905.....	25,000	40,000,000	†1917....	1,868,949	1,274,488,449
1906.....	34,000	62,900,000	†1918....	1,153,638	1,236,106,917
1907.....	44,000	93,400,000	1919....	1,974,016	1,885,112,546
1908.....	65,000	137,800,000	§1920....	2,205,197	2,232,927,628
*1909.....	130,986	165,148,529	§1921....	1,661,550	1,260,000,000
1910.....	187,000	225,000,000	§1922....	2,659,064	1,789,638,365
1911.....	210,000	262,500,000	§1923....	4,086,997	2,587,543,704
1912.....	378,000	378,000,000	§1924....	3,617,602	2,328,066,004
1913 ...	485,000	$443,902,000	**§1925....**	**4,336,754**	**2,977,904,833**

PASSENGER CARS

Year	Number	Wholesale Value
*1899.....	4,192	$4,899,443
*1904.....	22,419	23,682,492
*1909.....	127,731	159,918,506
1910.....	181,000	213,000,000
1911.....	199,319	240,770,000
1912.....	356,000	335,000,000
1913.....	461,500	399,902,000
*1914.....	543,679	413,859,379
1915.....	818,618	565,978,950
1916.....	1,525,578	921,378,000
†1917.....	1,740,792	1,053,505,781
†1918.....	926,388	801,937,925
1919.....	1,657,652	1,461,785,925
§1920.....	1,883,158	1,809,170,963
§1921.....	1,514,000	1,093,918,000
§1922.....	2,406,396	1,567,003,041
§1923.....	3,694,237	2,276,399,270
§1924.....	3,243,285	2,011,038,288
§1925.....	**3,839,302**	**2,523,642,558**

MOTOR TRUCKS

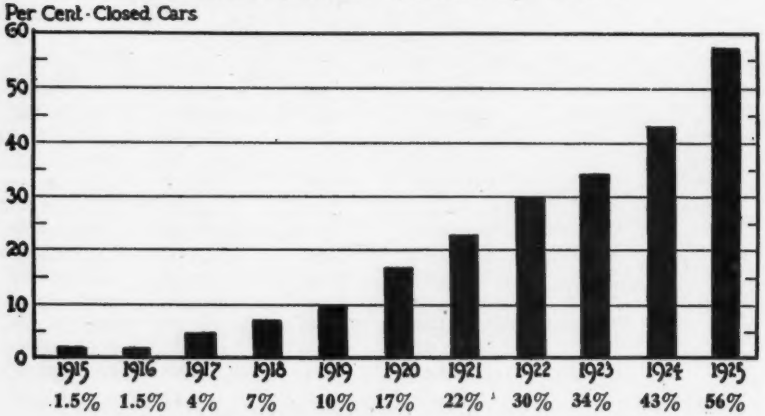
Year	Number	Wholesale Value
*1904....	411	$946,947
*1909....	3,255	5,230,023
1903–1910	10,374	20,485,500
1911....	10,655	22,292,321
1912....	22,000	43,000,000
1913....	23,500	44,000,000
*1914....	25,375	45,098,464
1915....	74,000	125,800,000
1916....	92,130	166,650,273
†1917....	128,157	220,982,668
†1918....	227,250	434,168,992
1919....	316,364	423,326,621
§1920....	322,039	423,756,715
§1921....	147,550	166,082,000
§1922....	252,668	222,635,324
§1923....	392,760	311,144,434
§1924....	374,317	317,027,716
§1925....	**497,452**	**454,262,275**

*—From U. S. Census reports. 1899 for fiscal year ended June 30, 1900.

†—Production figures compiled by Automotive Products Section, War Industries Board, from sworn statements by manufacturers.

§—Figures include production of plants located in Canada, making motor vehicles of U. S. design.

Per Cent Closed Models by Years



Closed and Open Car Production—(*U. S. and Canada*)

Year	Open	Closed	% Closed	Year	Open	Closed	% Closed
1919....	1,496,652	161,000	10.3%	1923....	2,434,360	1,259,877	34.0%
1920....	1,563,022	320,136	17.0%	1924....	1,845,803	1,397,482	43.0%
1921....	1,179,000	335,000	22.1%	1925....	1,676,171	2,163,131	56.5%
1922....	1,691,368	715,028	30.0%				

MONTHLY CAR AND TRUCK PRODUCTION—United States and Canada

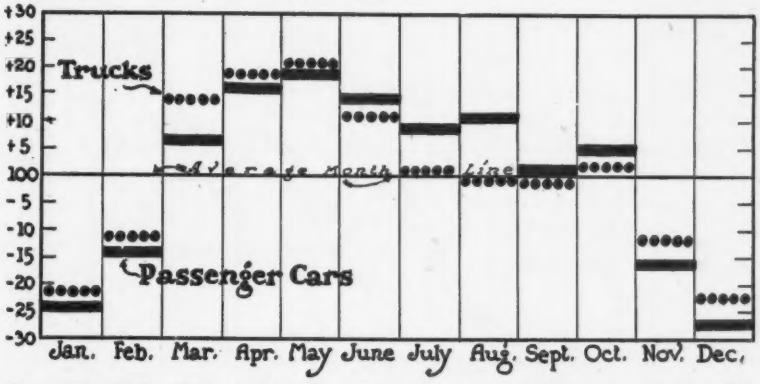
(*Figures from U. S. Department of Commerce*)

1922	Cars	Trucks	Total	1924	Cars	Trucks	Total
Jan....	84,823	9,597	94,420	Jan....	293,824	30,785	324,609
Feb....	111,843	13,455	125,298	Feb....	343,460	32,974	376,534
Mar....	162,203	20,079	182,282	Mar....	357,045	36,506	393,551
Apr....	208,543	22,613	231,156	Apr....	346,405	38,037	384,442
May....	244,634	24,293	268,927	May....	286,324	35,408	321,732
June....	263,127	27,030	290,157	June....	225,079	29,135	254,214
July....	230,554	22,636	253,190	July....	244,544	26,448	270,992
Aug....	253,133	25,044	278,177	Aug....	255,232	28,714	283,946
Sept....	191,156	20,258	211,414	Sept....	263,528	32,015	295,543
Oct....	217,032	22,683	239,715	Oct....	260,881	32,533	293,414
Nov....	218,100	22,813	240,913	Nov....	204,343	27,956	232,299
Dec....	212,679	20,933	233,612	Dec....	182,099	27,596	209,695
Total..	**2,397,827**	**251,434**	**2,649,261**	**Total.**	**3,262,764**	**378,106**	**3,640,870**

1923	Cars	Trucks	Total	1925	Cars	Trucks	Total
Jan....	229,226	20,534	249,760	Jan....	213,851	28,202	242,053
Feb....	260,881	23,143	284,024	Feb....	253,955	34,481	288,436
Mar....	332,157	35,016	367,173	Mar....	334,214	45,179	379,393
Apr....	349,474	38,640	388,114	Apr....	393,262	47,983	441,245
May....	360,743	44,125	404,868	May....	384,548	45,718	430,266
June....	346,059	40,639	386,698	June....	366,510	38,150	404,660
July....	305,795	30,139	335,934	July....	360,124	41,870	401,994
Aug....	320,700	30,335	351,035	Aug....	223,517	37,849	261,366
Sept....	304,087	28,160	332,247	Sept....	274,227	60,482	334,709
Oct....	338,664	30,238	368,902	Oct....	408,017	46,012	454,029
Nov....	289,553	28,639	318,192	Nov....	337,435	40,048	377,483
Dec....	281,825	28,680	310,505	Dec....	286,141	34,487	320,628
Total..	**3,719,164**	**378,288**	**4,097,452**	**Total.**	**3,835,801**	**500,461**	**4,336,262**

Seasonal Variation in Production of Cars and Trucks

Per cent deviation from average month



Cars	75.5	85.6	107.8	116	119	114	109.6	111	100.2	105	84.1	72.4
Trucks	78.5	88	114.3	118.8	120.8	111.4	101	99.7	99.5	102.5	87.5	77.2

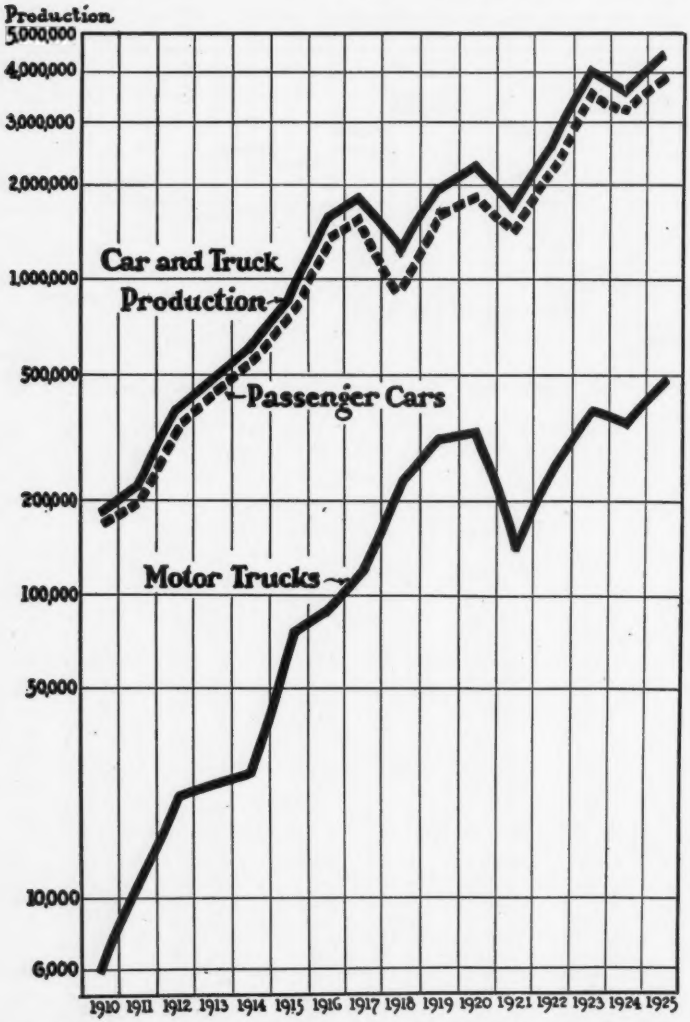
UNITED STATES PRODUCTION

(Figures from U. S. Department of Commerce)

1922	Cars	Trucks	Total	1924	Cars	Trucks	Total
Jan. . . .	80,194	9,176	89,370	Jan. . . .	283,983	29,038	313,021
Feb. . . .	104,936	12,939	117,875	Feb. . . .	331,388	31,295	362,683
Mar . . .	152,311	19,433	171,744	Mar. . . .	341,851	34,466	376,317
Apr. . . .	197,903	21,781	219,684	Apr. . . .	331,957	36,104	368,061
May. . .	232,439	23,464	255,903	May. . .	271,033	33,655	304,688
June. . .	252,704	26,384	279,088	June. . .	214,322	28,185	242,507
July . . .	223,823	22,175	245,998	July . . .	235,925	25,341	261,266
Aug. . . .	246,867	24,436	271,303	Aug. . . .	249,796	27,834	277,630
Sept. . . .	184,485	19,812	204,297	Sept. . .	256,940	30,663	287,603
Oct. . . .	211,164	22,047	233,211	Oct. . . .	254,524	31,263	285,787
Nov. . . .	210,955	22,229	233,184	Nov. . .	198,381	26,875	225,256
Dec. . . .	205,142	20,409	225,551	Dec. . . .	174,899	25,906	200,805
Total. .	**2,302,923**	**244,285**	**2,547,208**	**Total. .**	**3,144,999**	**360,625**	**3,505,624**

1923	Cars	Trucks	Total	1925	Cars	Trucks	Total
Jan. . . .	219,885	19,745	239,630	Jan.	205,550	26,637	232,187
Feb. . . .	249,971	22,014	271,985	Feb. . . .	243,176	32,788	275,964
Mar . . .	318,415	33,634	352,049	Mar. . . .	321,200	43,090	364,290
Apr. . . .	335,143	37,023	372,166	Apr. . . .	377,747	46,407	424,154
May. . .	344,038	42,129	386,167	May. . .	366,197	43,830	410,027
June. . .	332,760	39,023	371,783	June. . .	352,261	36,356	388,617
July . . .	295,320	28,732	324,052	July. . . .	348,984	40,025	389,009
Aug. . . .	311,958	28,721	340,679	Aug. . . .	216,087	36,363	252,450
Sept . . .	295,815	26,815	322,630	Sept . . .	263,855	58,002	321,857
Oct. . . .	330,700	28,799	359,499	Oct	394,096	44,322	438,418
Nov . . .	281,951	27,070	309,021	Nov. . . .	328,694	37,811	366,505
Dec. . . .	273,980	27,373	301,353	Dec. . . .	278,643	32,756	311,399
Total. .	**3,589,936**	**361,078**	**3.951,014**	**Total. .**	**3,696,490**	**478,387**	**4,174,877**

Growth in Motor Vehicle Production



Only twice has the output of trucks been lower than that in the preceding year. Passenger car production fell below the output in the preceding year but three times, in 1918 on account of the war, in 1921 a year of general industrial depression and in 1924 also a year of lowered general business.

Automobile Industry First

Largest of the Country's Manufactures

(*Census of Manufactures* 1923, *latest year for which comparative figures are available*)

Industry	Wholesale Value 1923	Industry	Wholesale Value 1923
1. Motor Vehicles	$3,163,327,874	7. Lumber and Timber Products	$1,494,259,321
2. Steel Works and Rolling Mills	3,154,324,671	8. Electrical Machinery, Appliances and Supplies	1,293,001,751
3. Slaughtering and Meat Packing	2,585,803,888	9. Printing and Publishing	1,268,501,566
4. Foundry and Machine Shop Products	2,337,807,997	10. Bread and Other Bakery Products	1,122,834.099
5. Cotton Goods	1,901,125,703		
6. Petroleum Refining	1,793,700,087		

Truck Production by Capacities—Per Cent

(*U. S. and Canada*)

SIZE	1919 Percent	1920 Percent	1921 Percent	1922 Percent	1923 Percent	1924 Percent	1925 Percent
¾ ton or less	21.0	19.0	22.9	24.5	11.3	10.8	9.5
1 ton	47.0	51.0	54.1	58.5	70.1	71.4	70.6
1½ ton	8.5	11.0	4.8	2.8	7.7	7.7	8.8
2 ton	10.0	8.0	7.6	5.5	3.8	2.2	2.5
2½ ton	5.5	4.0	2.7	4.5	3.2	3.8	3.3
3½ ton	3.8	4.0	2.3	1.3	1.7	1.0	1.2
5 ton	2.9	2.0	3.2	2.3	1.2	1.8	1.6
Over 5 ton and spec.	1.3	1.0	2.4	.6	1.0	1.3	*2.5
Total	100%	100%	100%	100%	100%	100%	100%

Truck Production by Capacities—Number

(*U. S. and Canada*)

SIZE	1919 Number	1920 Number	1921 Number	1922 Number	1923 Number	1924 Number	1925 Number
¾ ton or less	66,436	61,187	33,809	62,194	44,198	40,324	47,135
1 ton	148,691	164,240	79,844	147,796	275,343	267,790	351,566
1½ ton	26,891	35,424	7,076	7,134	30,249	28,946	43,649
2 ton	31,636	25,763	11,206	13,830	14,998	8,118	12,298
2½ ton	17,400	12,871	3,958	11,247	12,519	14,105	16,478
3½ ton	12,022	12,893	3,343	3,319	6,761	3,526	5,958
5 ton	9,175	6,441	4,714	5,718	4,611	6,548	7,887
Over 5 ton and spec.	4,113	3,220	3,600	1,430	4,081	4,960	*12,481
Total	316,364	322,039	147,550	252,668	392,760	374,317	497,452

*Including units not previously segregated.

Automotive Freight Exceeds 3,000,000 Carloads in 1925

Commodity	1925 Freight Carloads
Motor vehicles and parts	832,713
Gasoline	796,000
Tires	55,000
Lubricating oil	34,700
Iron and steel	110,000
Coal	83,000
Crude oil	78,000
Lumber	56,200
Crude rubber	13,400
Asphalt for roads	36,500
Cement	162,000
Gravel, sand, etc. for roads	720,000
Miscellaneous, such as non-ferrous metals, upholstery materials, paints, plate glass	62,487
Total Automotive Freight	**3,040,000**

NOTE—No attempt has been made to estimate the number of freight carloads resulting from shipments of following items: Road building machinery, materials and equipment used in automobile factory and branch construction and maintenance, garages, coal for making electricity and gas, fuel oil, iron ore and other ores, and extensive l. c. l. freight and express shipments of accessories and repair parts. There is also the passenger business and freight of all kinds incidental to the increase in population in the automobile and parts manufacturing centers.

Motor Vehicles and Parts Third Largest Railroad Shipments of Manufactured Articles, 1925

(Figures from Interstate Commerce Commission)

		Carloads			Carloads
1.	Refined Petroleum and its products inc. gasoline...	1,636,503	7.	Chemicals and explosives.	316,365
2.	Bar and Sheet Iron, Structural iron, and iron pipe.....	917,935	8.	Castings, machinery and boilers.....	272,889
3.	Automobiles, trucks and parts.....	832,713	9.	Iron, pig and bloom.....	286,842
4.	Cement.....	647,661	10.	Lime and plaster.....	270,793
5.	Brick and artificial stone.	544,343	11.	Ice.....	192,423
6.	Fertilizers (all kinds)....	363,541	12.	Agricultural implements and vehicles other than automobiles.....	153,085

Shipments of Assembled Passenger Cars and Motor Trucks†

Year	Machines Driven Overland	Machines Shipped by Boat	R. R. Freight Carloads of Machines	Year	Machines Driven Overland	Machines Shipped by Boat	R. R. Freight Carloads of Machines
1922...	751,347	58,220	405,195	1924...	894,825	55,499	579,745
1923...	1,142,315	81,587	604,080	1925...	1,120,780	103,158	680,165

†Including assembling plants.

Capital Invested in Automobile Manufacturing

(Tangible assets, U. S. factories)

Year	Cars	Trucks	Total
1919	$784,660,761	$230,782,577	$1,015,443,338
1920	897,953,600	306,425,000	1,204,378,600
1921	1,134,166,000	289,334,000	1,423,500,000
1922	1,154,103,335	302,546,620	1,456,649,954
1923	1,281,364,300	290,358,100	1,571,722,400
1924	1,373,372,426	317,677,686	1,691,050,112
1925	1,503,290,062	384,738,748	1,888,028,810

3,445,642 Persons Employed in the Automobile Industry

EMPLOYED DIRECTLY		EMPLOYED INDIRECTLY	
Motor vehicle factory workers	361,442	Iron and steel workers	65,000
Parts and accessory factory workers	350,000	Copper, lead, tin, nickel and aluminum workers	14,000
Tire factory workers	120,000	Railroad workers	90,000
Motor vehicle dealers and salesmen	196,000	Plate glass workers	12,000
Supplies, accessories and parts dealers and salesmen	140,000	Tannery and leather workers	10,000
Garage employees	115,000	Woodworkers	25,000
Tire dealers and salesmen	95,000	Upholstering cloth, top and side curtain material workers	20,000
Repair shop employees	480,000	Asbestos workers	700
Professional chauffeurs	475,000	Paint and varnish factory workers	1,500
Professional truck drivers	800,000	Coal miners	3,000
Gasoline refinery and oil workers	60,000	**Total indirectly employed**	**241,200**
Automobile financing and insurance	12,000		
Total directly employed	**3,204,442**	**Grand Total**	**3,445,642**

The figures for the various industries are based on the per cent of total output of product consumed by the automobile industry. No estimates have been attempted for the number of people on road construction work, manufacturing of machine tools and other production equipment, extension of automobile plants, etc.

Employment and Wages in Motor Car and Truck Factories

(United States)

Year	Number	Wages	Year	Number	Wages
1919	210,559	$312,165,870	1922	253,104	$395,707,531
1920	244,700	490,160,000	1923	318,098	579,002,686
1921	186,000	299,098,780	1924	329,563	547,215,700
			1925	361,442	649,668,829

Automobile Insurance Premiums*

(Figures from the National Automobile Underwriters Conference and the National Bureau of Casualty and Surety Underwriters)

Coverage	1922	1923	1924	1925
Fire	$33,029,261	$42,815,776	$45,904,251	$47,786,325
Theft	31,618,966	44,218,527	45,223,348	47,077,505
Collisions	15,554,963	15,217,719	18,180,126	18,925,512
Property Damage	1,986,095	2,656,725	2,871,144	2,988,860
Public Liability	not available	108,297,182	128,751,109	140,000,000
Miscellaneous	1,260,085	1,360,243	1,305,065	1,358,573
Total	**$83,449,370**	**$214,566,172**	**$242,235,043**	**$258,136,775**

*Includes premiums on motor trucks and other commercial vehicles.

Automobile Retail Financing

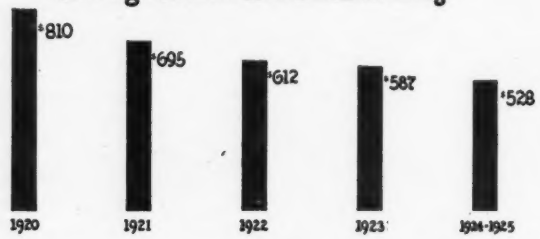
Standard terms 12 equal monthly payments
with 33⅓% cash down payment on new cars
with 40% " " " " used "

75% of Automobiles purchased on instalment plan

Average note given at time of purchase new cars $528.
used " $280.

Paper outstanding on new motor vehicles $972,000,000.

Average Note on New Cars Decreasing



Canadian Car and Truck Production

(Figures from Dominion Bureau of Statistics)

Year	Cars*	Trucks	Total	Year	Cars*	Trucks	Total
1919...	79,936	7,899	87,835	1923...	127,976	19,226	147,202
1920...	83,636	10,508	94,144	1924...	98,365	18,043	132,580
1921...	61,098	5,148	66,246	1925...	139,311	22,075	161,386
1922...	92,838	8,169	101,007				

*Including special chassis.

Nation's Motor Transport Annual Bill $11,000,000,000

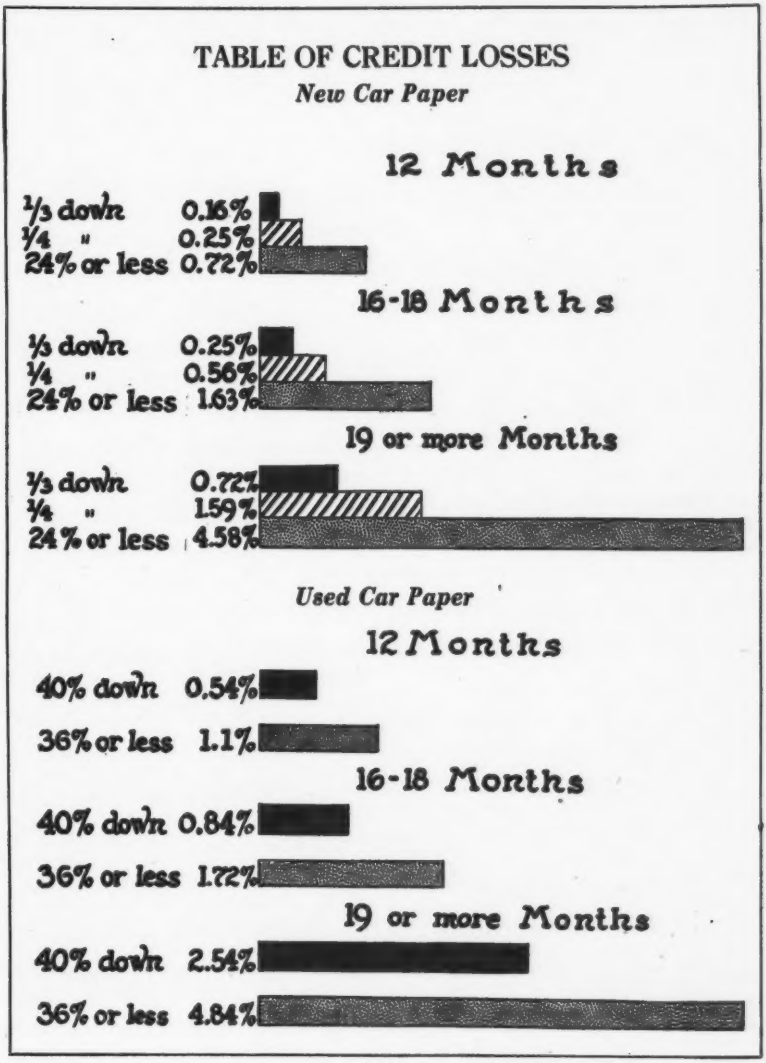
An estimate of about $10,000,000,000, a year it may be asserted, covers the operating costs of the country's 20,000,000 motor vehicles. This is based on the average figures of 10 cents per mile* and 5,000 miles per year. The country's annual highway expenditures amount to about a billion dollars per year. Motor vehicle transportation involves an annual cost of about $11,000,000,000.—*Henry R. Trumbower, Economist, U. S. Bureau of Public Roads in address before Western Society of Engineers, April* 21, 1926.

*For detailed figures see study by Iowa State College given on page 19.

Time Payments Losses Less Than 1/5th of 1%

On New Cars Financed on Standard Terms of One Third Down and 12 Monthly Payments

(Figures from National Association of Finance Companies)



Raw Materials Used in Manufacturing Motor Cars and Trucks, 1925

	Amount used in motor vehicle manufacturing and % of total U. S. production of raw materials
Iron and Steel (tons)	4,229,000[1]
Production of finished rolled iron and steel (tons)	33,850,000
Per cent used in manufacturing motor vehicles	12.5%
Plate Glass (square feet)	62,460,000
Production	117,000,000
Per cent used in motor vehicles	53%
Leather, upholstery (square feet)	44,821,400
Production of upholstery leather	64,589,150
Per cent used in motor vehicles	69%
Rubber (tons)	320,986
Total consumption of crude rubber	386,000
Per cent used in motor vehicles	83%
Lumber, hardwood (board feet)	820,241,000
Production of hardwoods	6,000,000,000
Per cent used in motor vehicles	13.6%
Aluminum (pounds)	58,000,000
Production	200,000,000
Per cent used in motor vehicles	29%
Copper (pounds)	225,000,000
Total consumption	1,894,666,000
Per cent	11.9%
Tin (tons)	12,000
Total deliveries	76,455
Per cent used in motor vehicles	15.7%
Lead (tons)	105,000
Domestic production	763,000
Per cent used in motor vehicles	13.7%
Zinc (tons)	21,000
Production	590,928
Per cent used in motor vehicles	3.5%
Nickel (pounds)	9,000,000[2]
Total U. S. consumption	32,000,000
Per cent used in motor vehicles	28%
Lumber, softwood (board feet)	364,792,000
Cloth, upholstery (yards)	30,285,000
Imitation leather (square feet)	108,950,000
Top and side curtain material (yards)	20,810,000
Paint and varnish (gallons)	15,178,500
Hair and padding (pounds)	43,360,000
Iron for license plates 1925 (tons)	9,400
Gasoline (gallons)	7,489,675,000
Domestic consumption, Total	9,362,094,000
Per cent used by motorists	80%

[1]Estimated by *Iron Age*. [2]International Nickel Company.

1925 Parts, Accessory and Tire Business

(Figures from Motor and Accessory Manufacturers Association)

1. Total wholesale value of business..... $2,052,088,000
2. Units, parts, accessories and tires for *original equipment*..... 1,128,648,000
3. Units, parts, accessories and tires for *replacement and additional equipment*..... 923,440,000

Rubber Production and Consumption

Exports from British and Dutch Middle East Possessions

(Figures in first three columns from Rubber Association of America; Middle East figures from U. S. Department of Commerce)

Year	World Production (Plantation and Wild)	World Consumption	U. S. Consumption Plantation Rubber	Net Exports from Middle East* BRITISH	DUTCH
1915.....	158,702	156,113	96,800	96,095	17,811
1916.....	201,598	134,826	116,500	128,010	30,443
1917.....	265,698	224,375	157,400	175,382	44,889
1918.....	296,579	236,358	163,700	136,926	43,345
1919.....	326,860	317,628	211,100	257,484	88,189
1920.....	343,731	298,435	203,400	226,081	75,522
1921.....	293,960	285,752	178,900	200,959	72,227
1922.....	379,920	412,493	299,000	271,589	102,171
1923.....	412,771	454,891	319,700	237,434	137,158
1924.....	421,217	475,841	337,200	205,027	175,298
1925.....	515,947	550,000	386,000	223,000	190,000

*Owing to rapid increase during the last four years in exports of wet native-grown rubber from Dutch East Indies, practically all of which goes through Singapore for re-milling, and on which there has been a heavy shrinkage, the Dutch exports as given above are too high, and the British exports too low, by the amount of this shrinkage. An exact division between the two countries is impossible.

Gasoline Figures for United States

(Figures from U. S. Bureau of Mines)

Thousands of Gallons

Year	Production	Imports	Exports	Consumption	Stocks Dec. 31
1920.....	4,882,547	40,478	656,740	4,250,696	462,382
1921.....	5,153,549	37,816	551,633	4,516,027	586,087
1922.....	6,202,235	62,133	594,576	5,372,085	883,793
1923.....	7,555,945	191,314	871,117	6,685,035	1,074,900
1924.....	8,959,680	145,023	1,219,474	7,780,625	1,179,503
1925.....	10,886,127	160,137	1,330,314	9,362,094	1,648,328

Rubber Tire Figures

(Compiled by The Rubber Association of America, Inc.)

	Production		Shipments	
	1924	1925	1924	1925
High pressure casings.....	46,000,000	40,087,529	45,938,000	39,863,384
Balloon casings.....	*5,633,000	20,756,858	*4,735,000	19,504,182
Solid and cushion.....	910,000	1,011,866	896,000	1,067,193
Inner tubes†.....	70,705,000	82,614,034	68,100,000	80,992,012

*—10 months. †—Includes balloon inner tubes.

Farm Owned Motor Cars, 1925

(Figures as of December 31, 1925, estimated by Farm Journal from best available data.)

12% Gain in Rural Registration

Total Now 4,332,482

Figures do not Include Village Registration, in Hamlets under 1000 Population

	All Motor Vehicles on Farms	Motor Cars	Motor Trucks
Texas	263,753	242,602	21,151
Iowa	228,738	206,809	21,929
Illinois	225,915	202,475	23,440
Ohio	224,594	192,354	32,240
Pennsylvania	206,841	168,973	37,868
New York	197,758	162,760	34,998
Wisconsin	197,752	172,852	24,900
Indiana	189,026	167,446	21,580
Missouri	183,688	165,132	18,556
Minnesota	173,767	163,612	20,155
Michigan	172,013	157,173	14,840
Kansas	159,809	145,506	14,303
California	156,369	138,133	18,236
Nebraska	146,779	134,056	12,723
Oklahoma	138,553	128,700	9,853
North Carolina	102,415	96,425	5,990
Virginia	91,045	80,484	10,561
Georgia	89,533	84,530	5,003
South Dakota	87,667	80,843	6,824
North Dakota	83,029	76,373	6,656
Kentucky	82,997	77,520	5,477
Washington	72,540	62,702	9,838
Tennessee	61,426	58,143	3,283
Oregon	58,424	52,078	6,346
South Carolina	57,644	51,956	5,688
Maryland	56,555	48,332	8,223
Mississippi	52,949	49,560	3,389
Colorado	52,158	46,405	5,753
Alabama	44,912	42,390	2,522
Arkansas	43,382	40,041	3,341
Montana	41,448	37,704	3,744
New Jersey	40,726	29,890	10,836
Florida	37,512	30,318	7,194
Massachusetts	36,152	25,410	10,742
West Virginia	35,658	32,624	3,034
Louisiana	34,276	30,882	3,394
Maine	31,069	26,702	4,367
Idaho	30,944	29,676	1,268
Connecticut	21,772	16,800	4,972
Utah	19,651	18,562	1,089
Vermont	19,563	17,325	2,238
New Hampshire	17,586	14,773	2,813
Wyoming	15,729	14,297	1,432
New Mexico	15,724	14,495	1,229
Arizona	12,247	10,890	1,357
Delaware	10,483	8,055	2,428
Nevada	5,018	4,681	337
Rhode Island	4,893	4,077	816
United States	**4,332,482**	**3,853,526**	**478,956**
1924 Total	**3,821,085**	**3,453,159**	**367,926**

Distribution of Motor Car Registration in Rural and Other Communities

(Figures as of July 1, 1925, by courtesy of R. L. Polk Company)

	%
Towns under 1,000 including Rural	28.5
Towns 1,000 to 2,500	11.3
Towns 2,500 to 5,000	7.0
Towns 5,000 to 10,000	8.3
Towns 10,000 to 25,000	8.9
Towns 25,000 to 50,000	6.5
Towns 50,000 to 100,000	6.0
Towns 100,000 to 500,000	11.1
Towns 500,000 and over	12.4
Total	**100.0**

Number of Cities by Sizes

(Figures from "Motor")

Number of cities in U. S. having 15,000 to 1,000,000 population	573
Number of cities in U. S. having 2,500 to 15,000 population	2,300

Jersey Bus Travel Grows

Motor bus travel in New Jersey is increasing rapidly as indicated by the following figures of the Public Service Corporation.

	Trolley passengers	Bus passengers	Carried by buses
1925.	416,788,621	146,053,237	26%
1924.	427,828,444	69,383,643	14%
1923.	354,194,933	1,952,059	½%
1922.	410,212,814	.....	.....

—Automobile Topics

MOTOR REPAIR BILLS DECREASING

(Figures from Chilton Class Journal Company)

AVERAGE PURCHASES PER MOTOR VEHICLE

	1919	1921	1923	1925
Replacement Parts and Supplies	$45	$40	$40	$33
Tires for Replacement	82	49	39	34
Fuels and Lubricants	98	74	88	105
Service Labor	56	58	55	45
Average Cost of Operation and Maintenance (excl. deprec. and garaging)	**$281**	**$221**	**$222**	**$217**

TOTAL SALES BY SERVICE STATIONS AND REPAIR SHOPS

	1919	1921	1923	1925
Parts and Service Supplies	$340,100,000	$415,400,000	$601,100,000	$655,000,000
Tires for Replacement	620,000,000	510,100,000	593,500,000	675,000,000
Fuels and Lubricants	738,210,000	769,390,000	1,326,200,000	2,100,000,000
Service Labor	427,000,000	610,500,000	835,000,000	910,000,000
Total Operation and Maintenance (excluding Depreciation and Garaging)	**$2,125,610,000**	**$2,305,390,000**	**$3,355,800,000**	**$4,340,000,000**

MOTOR VEHICLES PER SERVICE STATION

	1919	1921	1923	1925
Motor Vehicle Registrations	7,565,446	10,463,295	15,092,177	19,954,347
Service Stations and Repair Shops	43,643	57,397	67,802	75,105
Motor Vehicles, per Repair Shop	174	182	223	266

10 Cents Per Mile Pays All Costs of Operation of Average Car

(Study of Operating Costs of 11 typical cars ranging from $400 to $1800, as reported in Bulletin No. 69, Iowa State College)

CENTS PER MILE, WITH PERCENTAGES

	Light Four Touring		Big Four Touring		Medium Six A Touring		Medium Six B Roadster		Medium Six C Roadster	
	Cents per Mile	Per Cent	Cents per Mile	Per Cent	Cents per Mile	Per Cent	Cents per Mile	Per Cent	Cents per Mile	Per Cent
Gasoline	1.40	19.6	1.70	12.9	1.78	19.3	1.80	15.0	1.74	20.5
Oil	.26	.37	.45	3.4	.13	1.4	.38	3.1	.34	4.0
Tires	.96	13.7	1.00	7.6	.85	9.2	1.20	10.0	1.23	14.5
Maintenance	.85	12.1	.72	5.5	.93	10.1	1.37	11.4	.96	11.3
Depreciation	1.62	23.1	4.00	30.4	3.10	33.5	4.40	36.6	3.07	36.1
Interest	1.08	15.3	2.13	16.2	.99	10.7	.51	4.3	.52	6.1
Insurance	.17	.24	.17	1.3	.50	5.4	.97	8.2	.05	.6
Garage	.38	.54	1.80	13.7	.65	7.0	1.00	8.3	.32	3.6
License	.33	.47	1.18	9.0	.31	3.4	.38	3.1	.26	3.1
Totals	**7.05**	**100.0**	**13.15**	**100.0**	**9.24**	**100.0**	**12.01**	**100.0**	**8.49**	**100.0**

	Light Four Coupe		Light Four Sedan		Heavy Four Sedan		Light Six Coach		Composite Car	
	Cents per Mile	Per Cent	Cents per Mile	Per Cent	Cents per Mile	Per Cent	Cents per Mile	Per Cent	Cents per Mile	Per Cent
Gasoline	1.61	16.7	1.47	15.3	1.66	14.5	1.29	11.0	1.61	15.7
Oil	.35	3.6	.36	3.7	.38	3.3	.18	1.5	.31	3.0
Tires	.55	5.7	.90	9.4	1.00	8.8	1.11	9.5	.98	9.5
Maintenance	1.56	16.2	1.88	19.5	1.44	12.6	1.43	12.2	1.24	12.1
Depreciation	2.44	25.3	2.93	30.4	4.50	39.5	2.40	20.4	3.16	30.8
Interest	1.77	18.3	.70	7.3	.88	7.7	2.62	22.3	1.24	12.1
Insurance	.15	1.6	.22	2.3	.10	.9	.50	4.3	.31	3.0
Garage	1.05	10.9	.73	7.6	1.04	9.1	.50	4.3	.83	8.1
License	.27	2.7	.44	4.5	.41	3.6	1.70	14.5	.59	5.7
Totals	**9.65**	**100.0**	**9.63**	**100.0**	**11.41**	**100.0**	**11.73**	**100.0**	**10.27**	**100.0**

48,555 Motor Vehicle Dealers in U. S. A.

(Figures from Chilton Class Journal Co., Mar. 1926)

	Total Dealers	Total Passenger Car Dealers	Total Truck Dealers	Truck Dealers Exclusively	Dealers in Both Cars and Trucks	Garages	Repair Shops Ind. and Dealers' Serv. Stations	Retail Supply Stores and Supply Depts.	Total Retail Trade Names Dups. eliminated
Alabama	325	318	217	7	210	328	623	593	747
Arizona	215	207	109	8	101	244	324	309	380
Arkansas	426	421	248	5	243	412	652	540	753
California	2367	2217	965	150	815	3165	4738	3304	5731
Colorado	642	611	328	31	297	702	965	860	1134
Connecticut	633	607	233	26	207	571	1023	827	1289
Delaware	90	87	45	3	42	69	169	111	200
D. of C.	100	81	47	19	28	88	181	155	272
Florida	587	545	270	42	228	497	928	678	1124
Georgia	479	456	301	23	278	495	859	633	977
Idaho	256	252	148	4	144	292	381	334	416
Illinois	3256	3146	1375	110	1265	3496	5182	4295	6484
Indiana	1666	1609	678	57	621	1737	3128	3107	3770
Iowa	1945	1906	1166	39	1127	2181	3186	2406	3601
Kansas	1310	1278	653	38	615	1815	2262	1980	2728
Kentucky	752	727	379	25	354	684	1052	792	1195
Louisiana	360	344	221	16	205	366	591	498	673
Maine	479	464	227	15	212	471	791	576	907
Maryland	517	486	232	31	201	525	807	649	981
Mass.	1167	1151	481	61	420	1315	2301	1483	3002
Michigan	2007	1962	1020	45	975	2224	3084	2969	3897
Minnesota	1711	1666	940	45	895	1997	2525	1857	2887
Mississippi	340	335	229	5	224	302	455	404	554
Missouri	1395	1343	641	52	589	1703	2544	2035	3015
Montana	359	345	217	14	203	369	502	464	576
Nebraska	985	967	571	18	553	1198	1572	1357	1743
Nevada	108	107	47	1	46	109	148	129	168
New Hamp.	278	272	112	6	106	270	478	336	549
New Jersey	1345	1270	523	75	448	1400	2328	1640	3007
New Mexico	150	148	93	2	91	212	244	236	278
New York	3751	3535	1715	216	1499	4558	6269	5067	8485
N. Carolina	767	743	401	24	377	665	1277	937	1438
N. Dakota	577	556	385	21	364	541	726	621	884
Ohio	3108	2991	1332	117	1215	2697	5115	3534	6259
Oklahoma	834	806	490	28	462	1029	1359	1213	1595
Oregon	490	473	235	17	218	741	1002	833	1195
Penna.	4038	3857	1760	181	1579	4672	6055	5351	7562
Rhode Island	225	208	71	17	54	217	391	227	521
S. Carolina	353	346	180	7	173	184	568	379	650
S. Dakota	667	642	381	25	356	677	848	721	1019
Tennessee	493	458	282	35	247	461	768	576	922
Texas	1875	1822	952	53	899	2461	4079	3156	5012
Utah	198	192	128	6	122	220	320	275	362
Vermont	271	268	154	3	151	128	440	436	502
Virginia	733	711	407	22	385	623	1046	882	1248
Washington	867	835	417	32	385	1070	1505	1319	1781
W. Virginia	725	689	344	36	308	748	892	855	1083
Wisconsin	2078	2014	1062	64	998	2084	2846	2372	3321
Wyoming	204	198	94	6	88	205	260	249	300
United States	**48555**	**46672**	**23506**	**1883**	**21623**	**53218**	**79789**	**64560**	**7177**
Canada	1929	1872	1273	57	1216	2186	2636	2240	3052

Parts and Accessory Wholesalers

(Figures from Chilton Class Journal Company, March-1926)

STATE	M Motor Replacement Parts	C Chassis Replacement Parts	Total M & C without dupl. of names†	E Electrical Parts	Q Shop and Garage Equipt.	T Tools; Bench Tools; Hand Tools	A Accessories, Supplies; Specialties	B Bodies; Body Repair Matl. & Supplies	Total names listed. Dupl. Elim.
	1	2	3	4	5	6	7	8	9
Alabama	18	17	21	12	7	10	19	0	28
Arizona	9	12	12	9	5	4	18	1	18
Arkansas	11	10	11	4	4	4	7	0	12
California	157	167	183	86	58	70	130	6	274
Colorado	30	30	33	18	9	16	24	0	41
Connecticut	42	45	47	20	18	22	52	2	69
Delaware	7	7	7	3	3	2	8	0	9
District of Columbia	17	19	20	8	7	8	15	1	29
Florida	28	30	32	22	14	12	32	3	47
Georgia	23	21	24	17	15	16	21	0	37
Idaho	12	14	14	9	6	6	11	0	17
Illinois	124	130	137	66	43	62	150	6	204
Indiana	84	88	94	37	33	54	69	4	114
Iowa	70	77	81	39	26	28	64	4	105
Kansas	39	36	41	33	14	21	42	0	63
Kentucky	22	26	27	13	14	12	20	0	37
Louisiana	28	30	32	13	16	16	27	1	44
Maine	17	18	21	9	11	9	22	0	28
Maryland	18	18	22	14	15	11	31	1	47
Massachusetts	98	97	113	54	56	49	114	4	157
Michigan	66	69	74	28	29	37	74	3	113
Minnesota	45	48	55	19	20	15	14	3	73
Mississippi	5	5	5	2	3	4	5	0	7
Missouri	75	76	82	44	43	39	81	4	129
Montana	10	12	13	9	6	4	16	0	21
Nebraska	35	39	41	18	11	9	34	3	54
Nevada	2	2	2	1	1	1	2	0	3
New Hampshire	4	5	5	6	3	5	8	0	11
New Jersey	64	71	76	32	26	29	53	6	105
New Mexico	3	3	3	2	1	1	2	1	4
New York	202	197	222	103	115	101	235	14	379
North Carolina	28	31	32	17	12	15	25	0	43
North Dakota	6	5	6	2	5	4	8	0	9
Ohio	124	136	146	71	61	68	142	9	234
Oklahoma	34	32	35	18	15	21	39	1	58
Oregon	30	32	36	16	11	17	29	2	49
Pennsylvania	156	167	183	79	86	84	180	9	277
Rhode Island	16	18	18	7	12	10	15	0	23
South Carolina	18	20	21	11	11	11	26	1	30
South Dakota	13	13	13	12	12	10	12	1	22
Tennessee	34	39	41	18	17	16	31	4	51
Texas	80	88	91	51	49	45	101	8	132
Utah	11	14	14	7	6	9	12	0	17
Vermont	3	6	6	5	4	4	9	0	10
Virginia	26	31	32	13	13	15	25	1	39
Washington	54	56	64	31	20	23	45	3	92
West Virginia	24	26	27	18	15	17	28	0	35
Wisconsin	53	58	61	32	22	24	55	2	84
Wyoming	6	5	6	4	4	4	5	0	6
Canada	109	115	122	80	63	70	120	6	159
Cuba	0	1	1	1	1	1	2	0	2
Hawaiian Islands	9	9	9	9	5	6	10	0	10
West Indies	5	6	6	1	5	1	6	0	6
Total	2,204	2,327	2,520	1,253	1,091	1,152	2,325	114	3,667

†**Note**—*Column 3 represents total number of names without duplication in Columns 1 and 2; that is, Replacement Parts Wholesalers of either Motor Parts or Chassis Parts or both.*

KEY FOR SYMBOLS INDICATING PRODUCTS HANDLED

M—Motor Replacement Parts, such as Pistons, Pins, Rings, Valves, Timing Gears, Carburetors, etc.
C—Chassis Parts, such as Ball and Roller Bearings, Transmission and Ring and Pinion Gears.
E—Electrical Parts, such as I. S. L. Outfits and Repair Parts, Coils, Distributors, Generators.
Q—Shop and Garage Equipment, such as Pumps, Hoists, and Power Equipment such as Lathes, Drill Presses.
T—Tools, Bench Tools, such as Drills, Reamers, Punches. **Hand Tools**, such as Pliers, Wrenches.
A—Accessories and Specialities, such as Bumpers; Clocks, Heaters, Chassis Lubricating Systems.
B—Bodies, such as Special Bus, Passenger Car, Taxicab and Truck Bodies, Body Repairs, Trailers, Upholstery Materials, Trim Shop Supplies, etc.

$667,000,000

Motor Vehicle Taxes in 1925

$567,000,000 of Total are *Special* Motor Taxes Not Including $100,000,000 Personal Property Levies

FEDERAL

1.	Passenger Car	$111,984,848.42	
2.	Commercial Vehicle	8,359,299.53	
3.	Parts, tires and Accessories	23,086,560.60	
			$143,430,708.55
4.	Vehicles for Hire		1,865,075.43
			$145,295,783.98

STATE

1.	Registration Fees, including Drivers' Licenses	$260,619,621.00	
2.	Gasoline Taxes	146,028,940.00	
3.	Personal Property Taxes	100,000,000.00	
			$506,648,561.00

MUNICIPAL

Municipal Taxes on the Motor Vehicle	$15,000,000.00	
		$15,000,000.00
		$666,944,344.98

(Federal Figures from U. S. Bureau of Internal Revenue, State Figures from U. S. Bureau of Public Roads, Municipal and Personal Property Figures from National Automobile Chamber of Commerce)

Federal Motor Vehicle Excise Taxes Compared to Total Internal Revenue Receipts

(Fiscal Year Figures; from Internal Revenue Bureau)

Fiscal Year	Total U. S. Internal Revenue Receipts	Excise Taxes on Motor Vehicles	% Total Receipts Paid by Auto Excise Taxes
1918	$3,696,043,485	$23,981,268 (9 months)	.65%
1919	3,840,230,995	48,834,271	1.27%
1920	5,399,149,245	143,922,792	2.66%
1921	4,579,973,609	115,546,249	2.52%
1922	3,197,451,083	104,433,762	3.26%
1923	2,621,745,227	144,293,402	5.5 %
1924	2,796,179,257	158,014,709	5.6 %
1925	2,584,140,268	124,686,745	4.8 %

Federal Motor Vehicle Excise Taxes—FISCAL Years

(Figures from U. S. Internal Revenue Bureau)

Year	Automobile, motorcycle, etc.	Motor Trucks	Automobiles and motorcycles	Tires, accessories parts, etc.	Total
1918 (9 mo.)..	$23,981,268.35	.....	.....	.....	$23,981,268.35
1919.....	24,076,261.97	$1,934,222.51	$17,915,510.81	$4,908,276.18	48,834,271.47
1920.....	.....	14,471,464.32	76,315,814.26	53,135,513.43	143,922,792.01
1921.....	.....	11,640,055.92	64,388,184.22	39,518,009.17	115,546,249.31
1922.....	.....	8,404,557.85	56,684,540.30	39,344,664.60	104,433,762.75
1923.....	.....	10,678,761.05	92,736,580.44	40,875,148.79	144,290,490.28
1924.....	.....	11,510,563.05	112,870,536.57	33,633,609.78	158,014,709.40
1925.....	.....	7,807,811.16	94,141,549.29	22,737,384.85	124,686,745.30
1926 (first six months of fiscal year)..	.....	4,885,196.60	61,419,347.91	12,801,274.41	79,105,818.92
Total....	**$48,057,530.32**	**$71,332,632.46**	**$576,472,063.80**	**$246,953,881.21**	**$942,816,107.79**

Federal Motor Vehicle Excise Taxes—CALENDAR Years

(Source—Internal Revenue Bureau, U. S. Treasury Dept.)

Calendar Year	Motor Trucks	Automobiles and Motorcycles	Tires, Parts and Accessories	Total
1917.....	.....	.....	.....	$3,323,089.43
1918.....	.....	.....	.....	35,957,077.92
1919.....	$8,765,122.57	$52,860,310.36	$30,735,394.75	101,138,190.65
1920.....	15,134,594.14	83,128,363.17	50,944,562.32	149,207,519.63
1921.....	8,245,404.22	51,237,358.20	40,484,660.39	99,967,422.81
1922.....	9,583,211.67	69,856,599.44	35,353,589.09	114,793,400.20
1923.....	10,909,631.19	106,280,962.46	38,606,349.94	155,796,943.59
1924.....	10,335,369.00	101,123,621.00	27,742,764.12	139,201,755.01
1925.....	8,359,299.53	111,984,848.42	23,086,560.60	143,430,708.55
Total....	**$71,332,632.46**	**$576,472,063.80**	**$246,953,881.21**	**$942,816,107.79**

Methods for Improving Traffic

1. **Public Opinion.**

   Ostracism of the careless driver will make him mend his ways.

2. **Swift Justice**

   Prompt punishment of the reckless by responsible courts will cause respect for law. "Fining squires" should be eliminated.

3. **Playgrounds.**

   Children are entitled to proper and adequate play space. Efforts to restrict play in the streets should be accompanied by providing play space in every neighborhood.

4. **Scientific Knowledge.**

   Every community should have a complete up-to-date record of volume of traffic on its streets, and the circumstances of all highway accidents. Such knowledge is essential in determining improvements.

5. **Build for Present and Future.**

   Streets should be modernized to meet current needs. Dead-end streets, grade-crossings especially in cities, draw bridges, narrow bridges, and other "bottle-necks" which obstruct traffic should be removed. Streets must be improved for present and future needs.

NOTE—Detailed studies of the various phases of traffic and safety are contained in the Reports of the THIRD NATIONAL CONFERENCE ON STREET AND HIGHWAY SAFETY. These may be obtained without charge from the Department of Commerce, Washington, D. C.

Ratio of Motor Fatalities to Registration

Year	Automobile Fatalities	Motor Vehicle Registration	Fatalities per 100,000 Registration	Year	Automobile Fatalities	Motor Vehicle Registration	Fatalities per 100,000 Registration
1917...	9,097	5,104,321	178	1922...	13,676	12,238,375	112
1918...	9,457	6,146,617	154	1923...	16,452	15,092,177	109
1919...	9,825	7,565,446	130	1924...	17,566	17,593,677	100
1920...	11,074	9,231,941	119	1925...	19,828	19,954,347	100
1921...	12,370	10,463,295	118				

Automobile Grade Crossing Fatalities in 1925

(Figures from the American Railway Association)

1920.....	1,791	1923.....	2,268
1921.....	1,705	1924.....	2,149
1922.....	1,810	1925.....	2,206

The MONTHLY BULLETINS ON TRAFFIC AND SAFETY, published by the National Automobile Chamber of Commerce, 366 Madison Avenue, New York, contain current studies on different phases of traffic, and current statistics on accident causes furnished by more than 300 newspapers, health departments, highway departments, safety councils, motor clubs, and other groups. The bulletins are obtainable without charge.

SAFETY HONOR ROLL
1925

Fewer Fatal Motor Accidents Than in Preceding Year

100,000 POPULATION AND OVER

	1924	1925		1924	1925
Pittsburgh, Pa.....	187 (33*)	162 (35*)	Syracuse, N. Y.....	39	28
Los Angeles, Cal....	263 (12*)	237 (6*)	New Haven, Conn..	45	40
San Francisco, Cal..	113	101	Springfield, Mass...	26	20 (14*)
Washington, D. C..	104	89	Des Moines, Iowa...	18	14
New Orleans, La...	83	80	Wilmington, Del....	26	18
Minneapolis, Minn.	83	76	Cambridge, Mass...	19	18
Denver, Colo.....	39	38	Reading, Pa.....	21	18
St. Paul, Minn.....	53	47	Kansas City, Kans..	20	19
Birmingham, Ala...	56	53			

50,000 TO 100,000 POPULATION

	1924	1925		1924	1925
Mobile, Ala.....	13	12	Elizabeth, N. J.....	16	12
Berkeley, Cal.....	15	8 (4*)	Troy, N. Y.....	7	4
Fort Wayne, Ind....	19	13 (3*)	Tulsa, Okla.....	24	15
Haverhill, Mass....	13	7	Allentown, Pa.....	11	8
Lawrence, Mass....	21	15 (5*)	Wilkes Barre, Pa....	20	18
Lincoln, Nebr.....	10	9 (6*)	Roanoke, Va.....	13 (3*)	11 (1*)
East Orange, N. J...	7	6 (2*)			

25,000 TO 50,000 POPULATION

	1924	1925		1924	1925
Phoenix, Ariz.....	13	12	Amsterdam, N. Y...	3	2
Pasadena, Cal.....	15 (4*)	13 (1*)	Lima, Ohio.....	6	4
San Jose, Cal.	28	25 (11*)	Lorain, Ohio.....	15	14 (2*)
Stockton, Cal.....	19 (7*)	13 (9*)	McKeesport, Pa....	19	17 (9*)
Pueblo, Colo.....	9	8 (2*)	Greenville, S. C.....	15 (4*)	3
Meriden, Conn.....	5	4	Sioux Falls, S. D....	8 (3*)	3
Bloomington, Ill....	8	5 (1*)	Galveston, Tex.....	15	10 1*)
Decatur, Ill.....	13 (5*)	10 (3*)	Fond du Lac, Wis...	5	3
Everett, Mass.....	4	3	Kenosha, Wis.....	13 (4*)	11 (2*)
Salem, Mass.....	10	6	Sheboygan, Wis....	9 (1*)	2
Pontiac, Mich.....	20	14			

*Accidents included in total, but occurred outside of city limits.

36% More Motorists Visit National Forests

(Figures from National Forest Service)

	Total Visitors 1925	Motorists 1925
Alabama	2,250	1,275
Alaska	61,870	13,870
Arizona	443,018	434,520
Arkansas	39,400	31,200
California	6,421,692	6,029,994
Colorado	1,617,147	1,294,634
Florida	17,580	15,580
Georgia	12,042	9,538
Idaho	392,062	363,437
Maine	82,890	80,090
Michigan	40,285	40,000
Minnesota	175,708	164,254
Montana	581,213	509,998
Nebraska	8,020	7,500
Nevada	20,893	19,730
New Hampshire	746,010	720,810
New Mexico	204,414	191,348
North Carolina	216,217	211,400
Oklahoma	92,000	89,500
Oregon	1,919,241	1,796,020
Pennsylvania	3,000	2,600
South Carolina	4,439	3,400
South Dakota	195,095	173,083
Tennessee	10,362	9,437
Utah	359,354	317,896
Virginia	53,400	47,800
Washington	1,173,472	1,117,316
West Virginia	2,700	2,000
Wyoming	383,956	343,581
Total	**15,279,730**	**14,041,811**
1924	**11,394,366**	**10,323,821**

5,362 Motor Camps in United States

(Figures from "Motor Camper and Tourist")

INCLUDING motor camps of every description and size, ranging from the Denver Municipal camp with accommodations for 1,000 cars to way-side camps that would not accommodate more than half a dozen cars there are approximately 10,000 motor camps in this country. Since the 10,000 embrace locations which are no more than space to camp it presents a true picture to list only those sites which afford some accommodations. The following is a list of the number of camps of recognized standing by states.

	Camps		Camps
Alabama	38	Maine	65
Arizona	28	Maryland	11
Arkansas	54	Massachusetts	25
California	996	Michigan	147
Colorado	276	Minnesota	167
Connecticut	21	Mississippi	8
Delaware	1	Missouri	66
D. of Columbia	5	Montana	108
Florida	80	New Hampshire	42
Georgia	58	Nebraska	58
Idaho	18	Nevada	9
Illinois	203	New Jersey	11
Indiana	179	New Mexico	39
Iowa	181	New York	40
Kansas	104	North Carolina	12
Kentucky	24	North Dakota	52
Louisiana	15	Ohio	81
Oklahoma	52	Wisconsin	226
Oregon	45	Washington	68
Pennsylvania	46	Wyoming	25
Rhode Island	5		
South Carolina	6	**Town Camps**	**4,062**
South Dakota	76	**National Forest Camps**	**1,000**
Tennessee	29		
Texas	219	**National Park Camps**	**300**
Utah	20		
Vermont	35	**Grand Total**	**5,362**
Virginia	26		
West Virginia	28		

17% More Cars at National Parks, 1925

(Figures from Report of Director of National Park Service)

Total visitors in National Parks, 1925	**1,760,512**
Total motorists visiting National Parks 1925 (estimated)	**1,215,100**

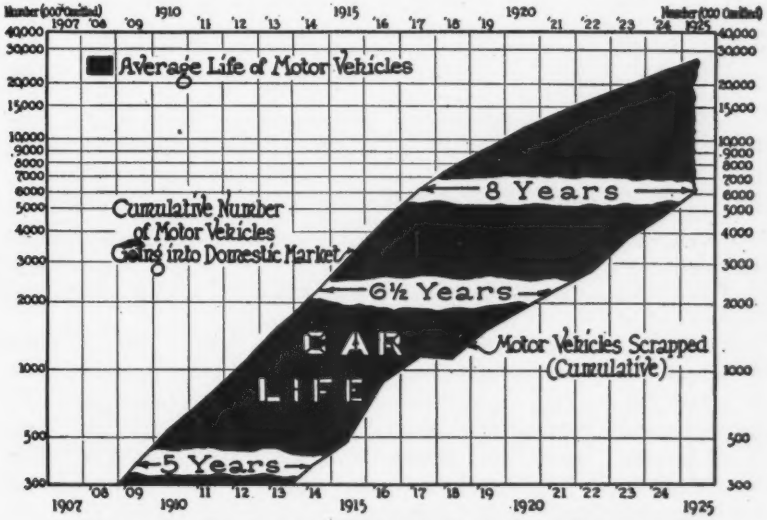
Year	No. of Cars
1916	29,358
1917	54,692
1918	53,966
1919	97,721
1920	128,074
1921	175,825
1922	197,105
1923	271,482
1924	315,916
1925	368,212

Annual Replacement Market Growing

Year	DOMESTIC MARKET Annual	Cumulative	Motor Vehicle Registration	TOTAL MOTOR VEHICLES SCRAPPED Cumulative	Annual
1913...	458,603	1,537,102	1,258,062	279,040	144,541
1914...	543,585	2,080,687	1,711,339	369,348	90,308
1915...	828,881	2,909,568	2,445,666	463,902	94,554
1916...	1,504,203	4,413,771	3,512,996	900,775	436,873
1917...	1,788,792	6,202,563	4,983,340	1,219,225	318,450
1918...	1,106,467	7,309,030	6,146,617	1,162,413	*56,812
1919...	1,891,403	9,200,433	7,565,446	1,634,987	472,574
1920...	1,936,611	11,137,044	9,231,941	1,905,103	270,116
1921...	1,558,287	12,695,331	10,463,295	2,232,036	326,933
1922...	2,483,410	15,178,741	12,238,375	2,940,366	708,330
1923...	3,790,597	18,969,338	15,092,177	3,877,161	936,795
1924...	3,291,259	22,260,597	17,593,677	4,666,920	789,759
1925...	3,863,797	26,124,394	19,954,347	6,170,047	1,503,127

**Motor vehicles put into use again after having been discarded in previous year.*

AVERAGE LIFE OF MOTOR VEHICLES 8 YEARS



The useful life of motor vehicles has been gradually increasing. The black area, read horizontally, represents the average life of motor vehicles. The curve forming the left edge shows the number of vehicles put into use, the annual figures having been added cumulatively. The curve forming the right edge shows the total vehicles scrapped, since the beginning of the industry, at the end of any particular year. The horizontal distance between the left and the right edges of the black portion represents the average life.

Motor Truck Standards of the N. A. C. C.

(*Adopted January*, 1923)

Gross Weight, Chassis, Body and Freight Load	Speed, Miles per Hour	Gross Weight, Chassis, Body and Freight Load	Speed, Miles per Hour
Pneumatic tires up to 28,000 lbs..	25	20,000 lbs.....	15
Solid rubber tires, up to:		24,000 lbs.....	15
4,000 lbs.....	25	26,000 lbs.....	15
8,000 lbs.....	20	28,000 lbs.....	15
12,000 lbs.....	18		
16,000 lbs.....	16		

Note—The speed ratings should be recognized by the manufacturer as the maximum and not exceeded under any conditions. The manufacturer should stamp on the truck caution plate the actual maximum speed with load for which the truck is built and beyond which the truck is not guaranteed.

STANDARD BODY WEIGHT ALLOWANCES FOR MOTOR TRUCKS

Load Tons	Body Weight Allowance Pounds	Load Tons	Body Weight Allowance Pounds
1, 1½, 2, 2½	1,200	3, 3½, 4	2,000
	1,500	5-ton and over	2,500

Note—Weights of bodies, whether built by the vehicle manufacturer or by a body builder to the order of the purchaser, should be kept within these allowances.

STANDARD FRAME WIDTHS AND LENGTHS FOR COMMERCIAL VEHICLES

Frame Width, either 36 or 42 inches, for all sizes of commercial vehicles, measured back of seat.

Frame Length, back of seat, to be in full multiples of feet and half feet from 4 to 18 feet, thus:

Feet	Inches	Feet	Inches	Feet	Inches
4 (Equiv. to)...	48	9½ (Equiv. to)....	114	13 (Equiv. to)...	156
5 (Equiv. to)...	60	10 (Equiv. to)...	120	13½ (Equiv. to)...	162
6 (Equiv. to)...	72	10½ (Equiv. to)...	126	14 (Equiv. to)...	168
7 (Equiv. to)...	84	11 (Equiv. to)...	132	15 (Equiv. to)...	180
8 (Equiv. to)...	96	11½ (Equiv. to)...	138	16 (Equiv. to)...	192
8½ (Equiv. to)...	102	12 (Equiv. to)...	144	17 (Equiv. to)...	204
9 (Equiv. to)...	108	12½ (Equiv. to)...	150	18 (Equiv. to)...	216

Note—The standard frame lengths as adopted are independent of chassis load capacity.

(*Note—A leaflet "International Standard Truck Cost System" describing forms for motor truck operation and cost may be obtained free of charge from the Motor Truck Committee, National Automobile Chamber of Commerce, 366 Madison Avenue, New York.*)

70,000 Motor Buses in U. S. A.

ESTIMATED ANALYSIS OF BUSES IN USE JANUARY 1, 1925 AND 1926

(Actual census of buses which represent approximately 80% of total is given in later pages under Common Carrier and Non-Common Carrier classifications. Totals compiled by "Bus Transportation" and National Automobile Chamber of Commerce.)

	AS OF JANUARY 1, 1925	1926
Common Carrier Operations		
Intrastate motor carriers	31,100	30,475
Interstate motor carriers	None	1,500
Electric railways and subsidiaries	3,000	5,150
Steam railroads and subsidiaries	N. C.	375
Total, common carrier operations	34,100	37,500
Non-Common Carrier Operations		
Hotel buses	1,000	1,000
Sightseeing and tour companies	1,500	2,500
Railroad terminal companies	250	250
Industrial uses	1,075	1,075
Schools (public and private)	15,000	27,000
Other miscellaneous uses	.....	100
Total, non-common carrier operations	18,825	31,925
Total buses—estimated	**52,925**	**69,425**

N. C.—Not Classified.

INDEPENDENT COMPANIES USING MORE THAN 100 BUSES

(From "Bus Transportation")

Company and Address	No. of Routes	Miles	No. of Buses
CALIFORNIA TRANSIT CO. W. E. Travis, Pres. 191 Market St., Oakland, Cal.	..	1115	110
MOTOR TRANSIT CO. O. R. Fuller, Pres. 220 E. Market St., Los Angeles, Calif.	24	1155.8	150
PICKWICK STAGES C. F. Wren, Pres. 6th & Los Angeles St., Los Angeles, Calif.	7	1500	150
FLORIDA MOTOR LINES, Inc. R. Harte, Vice-Pres. 120 N. Narcissus St., West Palm Beach, Fla.	..	1290	150
CHICAGO MOTOR COACH CO. J. Ritchie, Pres. 4533 Wilcox St., Chicago, Ill.	20	130	412
DETROIT MOTOR BUS CO. W. F. Evans, Pres. 212 Bagley Ave., Detroit, Mich.	8	219	285
PEOPLES MOTOR BUS CO. R. W. Meade, Pres. 585 Adelade Ave., St. Louis, Mo.	19	89	215
FIFTH AVENUE MOTOR COACH CO. F. T. Wood, Pres. 805 W. 132nd St., New York, N. Y.	14	36	511

Electric Railways Using More Than 100 Buses

Company and Address	No. of Routes	Miles	No. of Buses
BOSTON ELEVATED RY.	25	49.17	149
LOS ANGELES RY. CORP. Los Angeles, Calif.	10	32.2	109
PACIFIC ELECTRIC RY. CO. Los Angeles, Calif.	34	166.46	105
PUBLIC SERVICE TRANSP. CO. Newark, N. J.	90	510	809
WISCONSIN MOTOR BUS LINES (Milwaukee Power & Light Co.)	19	927	148

Steam Railroads with More than 100 Buses

Company and Address	No. of Routes	Miles	No. of Buses
NEW ENGLAND TRANSP. CO. (N. Y., N. H., & H. R. R.) New Haven, Conn.	15	777	125
NORTHLAND TRANSP. CO. (Great Northern Transit) Duluth, Minn.	..	....	143

Sightseeing Companies Operating More than 100 Buses

Company and Address	No. of Routes	Miles	No. of Buses
YELLOWSTONE PARK TRANSP. CO. Harry W. Child, Pres. Mammoth Hot Springs, Wyo.	5	750	311

232,000 Miles of Common
250 Electric Lines Now Use
6,455 Common Carrier Operators Have

(Figures compiled by Bus Transportation and

States	Motor Carriers (Intrastate) No. of Cos.	Total No. Vehicles	No. Touring Cars	Miles of Routes	Motor Carriers (Interstate) No. of Cos.	Total No. Vehicles	Miles of Route
1 Connecticut	63	286	37	995	8	27	601
2 Maine	83	205	85	2,880	1	1	125
3 Massachusetts	162	591	....	2,440	17	93	1,973
4 New Hampshire	54	83	5	883	3	4	....
5 Rhode Island	22	36	12	125	11	28	150
6 Vermont	43	104	14	1,250	5	6	122
Total	**427**	**1,305**	**153**	**8,573**	**45**	**159**	**2,971**
7 Delaware	5	20	....	80	....	....	..
8 District of Columbia	1	62	....	15	3	24	....
9 Illinois	77	1,171	25	1,606	7	23	346
10 Indiana	160	651	28	4,872	3	4	154
11 Maryland	147	217	13	1,250	5	9	213
12 Michigan	157	1,312	500	6,150	3	56	462
13 New Jersey	73	1,125	334	1,505	40	104	980
14 New York	451	1,600	42	10,560	1	2	38
(Outside N. Y. City) New York City only	305	861	....	169	4	19	341
15 Ohio	434	1,160	163	10,440	4	18	149
16 Pennsylvania	542	1,759	125	8,364	4	27	216
17 Wisconsin	54	255	25	2,196	4	6	665
Total	**2,406**	**10,193**	**1,255**	**47,207**	**78**	**292**	**3,564**
18 Alabama	63	155	67	1,500	1	....	....
19 Arkansas	69	275	91	4,494	....	....	....
20 Florida	74	492	12	3,700	....	....	....
21 Georgia	90	220	70	5,132	....	....	....
22 Kentucky	295	520	300	4,000	3	5	291
23 Louisiana	47	524	....	3,477	....	....	....
24 Mississippi	27	84	22	1,731	....	....	....
25 North Carolina	188	490	230	6,479	4	17	422
26 South Carolina	29	139	125	2,108	....	....	....
27 Tennessee	158	340	125	4,500	2	63	500
28 Virginia	175	400	117	4,821	4	8	....
29 West Virginia	79	225	42	1,887	2	15	200
Total	**1,294**	**3,864**	**1,201**	**43,829**	**16**	**108**	**1,413**
30 Idaho	64	184	93	3,837	....	....	....
31 Iowa	43	107	19	2,409	4	6	212
32 Minnesota	70	325	2	2,500	2	6	....
33 Missouri	178	519	34	10,857	7	21	859
34 Montana	28	121	76	3,700	1	....	....
35 Nebraska	50	160	16	2,109	....	....	....
36 North Dakota	31	70	28	2,400	....	....	....
37 South Dakota	29	76	17	2,398	....	....	....
38 Wyoming	30	58	6	1,350	....	....	....
Total	**523**	**1,620**	**291**	**31,560**	**14**	**33**	**1,071**
39 Arizona	70	180	18	4,056	....	....	....
40 Colorado	51	172	42	3,760	2	4	85
41 Kansas	93	274	99	4,175	12	18	153
42 Nevada	62	150	115	4,500	....	....	....
43 New Mexico	22	115	61	924	....	....	....
44 Oklahoma	146	235	150	12,000	6	9	35
45 Texas	157	751	262	10,748	....	....	....
46 Utah	62	257	54	2,845	....	....	....
Total	**663**	**2,134**	**801**	**43,008**	**20**	**31**	**273**
47 California	440	1,868	437	19,950	3	5	565
48 Oregon	94	503	36	5,093	1	13	88
49 Washington	146	537	126	5,991	4	18	1,445
Total	**680**	**2,908**	**599**	**31,034**	**8**	**36**	**2,098**
Total United States	**5,993**	**22,024**	**4,300**	**205,211**	**181**	**659**	**13,396**

Carrier Bus Operations

5100 Buses on 5132 Miles of Route

28,145 Buses in Service Regularly

National Automobile Chamber of Commerce)

Electric Railways or Subsidiaries			Steam Railroads or Subsidiaries			Total All Common Carriers				
No. of Cos.	Total No. Vehicles	Miles of Route	No. of Cos.	Total No. Vehicles	Miles of Route	No. of Cos.	Total No. Vehicles	Miles of Route	States	
6	143	276	1	27	330.8	78	483	2,202.8	Connecticut	1
2	7	52	1	2	44.0	87	215	3,101.0	Maine	2
13	317	369	2	24	144.1	194	1,025	4,926.1	Massachusetts	3
1	3	2	1	28	489.0	59	118	1,374.0	New Hampshire	4
2	77	118	2	34	204.5	37	175	597.5	Rhode Island	5
...	....	....	....	....	....	48	110	1,372.0	Vermont	6
24	**547**	**817**	**7**	**115**	**1,212.4**	**503**	**2,126**	**13,573.4**	**Total**	
1	45	41	..	..	....	6	65	121.0	Delaware	7
2	70	80	..	..	....	6	156	95.0	Dist. of Col.	8
21	189	494	1	1	10.0	106	1,384	2,456.0	Illinois	9
10	191	1,298	..	..	....	173	846	6,324.0	Indiana	10
3	134	1,552	..	..	....	155	360	3,015.0	Maryland	11
7	436	507	1	1	21.0	168	1,805	7,140.0	Michigan	12
8	879	795	..	..	....	121	2,108	3,280.0	New Jersey	13
17	180	379	..	..	....	469	1,782	10,977.0	New York	14
1	10	....	..	..	....	310	890	510.0	Outside N. Y. C.	
16	469	775	1	2	8.0	455	1,649	11,372.0	N. Y. City only	
28	399	789	1	1	15.0	575	2,186	9,384.0	Ohio	15
6	195	1,165	1	1	26.6	65	457	4,052.6	Pennsylvania	16
									Wisconsin	17
120	**3,197**	**7,875**	**5**	**6**	**80.6**	**2,609**	**13,688**	**58,726.6**	**Total**	
1	4	1	2	4	30.0	67	163	1,531.0	Alabama	18
3	17	5	..	..	....	72	292	4,499.0	Arkansas	19
2	26	88	..	..	....	76	518	3,788.0	Florida	20
5	34	28	1	1	....	96	255	5,160.0	Georgia	21
2	24	28	2	2	10.0	302	551	4,329.0	Kentucky	22
2	22	12	..	..	....	49	546	3,489.0	Louisiana	23
1	1	...	..	..	....	28	85	1,731.0	Mississippi	24
5	21	10	..	..	....	197	528	6,911.0	North Carolina	25
1	14	9	..	..	....	30	153	2,117.0	South Carolina	26
3	7	6	1	2	19.0	164	412	5,025.0	Tennessee	27
5	156	128	1	1	7.0	185	565	4,956.0	Virginia	28
6	28	73	..	..	....	87	268	2,160.0	West Virginia	29
36	**354**	**388**	**7**	**10**	**66.0**	**1,353**	**4,336**	**45,696.0**	**Total**	
1	2	2	..	..	....	65	186	3,839.0	Idaho	30
9	53	158	..	..	....	56	166	2,779.0	Iowa	31
3	108	150	2	113	2,292.3	77	552	4,942.3	Minnesota	32
6	153	174	1	1	9.0	192	794	11,899.0	Missouri	33
...	....	....	..	..	....	29	121	3,700.0	Montana	34
2	6	10	..	..	....	52	166	2,119.0	Nebraska	35
...	....	....	..	..	....	31	70	2,400.0	North Dakota	36
1	14	650	..	..	....	30	90	3,048.0	South Dakota	37
...	....	....	..	..	....	30	58	1,350.0	Wyoming	38
22	**336**	**1,144**	**3**	**114**	**2,301.3**	**562**	**2,103**	**36,076.3**	**Total**	
1	5	2	1	..	....	72	185	4,058.0	Arizona	39
2	7	36	1	1	15.0	56	184	3,986.0	Colorado	40
6	42	313	..	..	....	111	334	4,641.0	Kansas	41
...	....	....	1	1	....	63	151	4,500.0	Nevada	42
1	1	....	..	..	....	23	116	924.0	New Mexico	43
4	55	55	..	..	....	156	299	12,090.0	Oklahoma	44
8	71	59	2	6	319.3	167	828	11,126.3	Texas	45
2	3	54	1	44	160.0	65	304	3,059.0	Utah	44
24	**184**	**519**	**6**	**52**	**494.3**	**713**	**2,401**	**44,294.3**	**Total**	
15	380	290	..	..	....	458	2,253	20,805.0	California	47
2	25	33	1	30	155.0	98	571	5,369.0	Oregon	48
7	109	185	2	3	179.0	159	667	7,800.0	Washington	49
24	**514**	**508**	**3**	**33**	**334.0**	**715**	**3,491**	**33,974.0**	**Total**	
250	**5,132**	**12,278**	**31**	**330**	**4,488.6**	**6,455**	**28,145**	**232,340.6**		

NON-COMMON CARRIER BUS OPERATIONS

26,751 Used by Consolidated Rural Schools
691,000 Children Transported by Motor Daily
Sightseeing Buses Total 1,981; Hotels Use 539

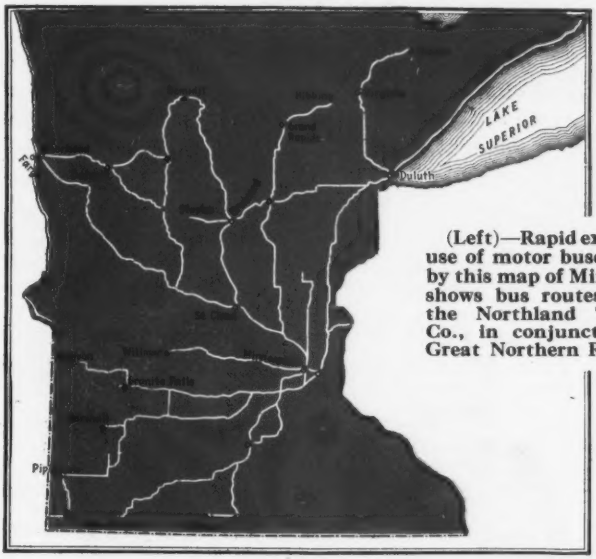
(Totals compiled by National Automobile Chamber of Commerce and "Bus Transportation")

State	SCHOOL BUSES				
	Number Consolidated Schools Reported	Number Children Carried by Motor Vehicles	Number Motor Buses Used	Number Hotel Buses	Number Sightseeing Buses
Alabama	450	18,950	590*	6	1
Arizona	3	188	7	9	31
Arkansas	140	1,625	70	31	1
California	154	35,116	1,496	21	228
Colorado	146	14,250	500*	13	119
Connecticut	56	8,400	400*	3	18
Delaware	36	2,147	78*	....	3
Florida	150	9,860	328	50	250
Georgia	612	15,838	453	3	3
Idaho	15	1,009	381*	3	....
Illinois	123	2,175	89	23	75
Indiana	844	47,203	1,886	17	10
Iowa	388	28,350	1,134	20	....
Kansas	170	7,254	357*	5	....
Kentucky	118	7,500	143*	4	10
Louisiana	1,220	46,173	1,487*	1	6
Maine	96	680	31	28	3
Maryland	63	4,445	157	1	24
Massachusetts	93	20,000	800*	8	97
Michigan	247	6,810	226*	16	45
Minnesota	347	29,772	342*	38	....
Mississippi	862	71,739	1,959*	5	....
Missouri	232	2,000	31*	23	3
Montana	90	.....	677	2	44
Nebraska	98	3,042	156*	1	....
Nevada	9	500	50	....	....
New Hampshire	8	516	27	23	....
New Jersey	200	19,641	494	74	34
New Mexico	54	4,000	155	....	....
New York	541	4,260	213	18	392
North Carolina	798	65,000	2,500	2	....
North Dakota	509	14,604	1,008*	....	....
Ohio	1,023	47,900	2,395	34	15
Oklahoma	408	29,536	923*	....	
Oregon	95	2,000	100*	3	249
Pennsylvania	451	19,200	384*	7	35
Rhode Island	11	465	18	....	6
South Carolina	1,536	9,097	368*	4	5
South Dakota	55	2,891	115	....	....
Tennessee	667	12,400	298*	....	10
Texas	874	14,679	571*	....	....
Utah	141	8,558	118	....	75
Vermont	50	2,000	85	17	....
Virginia	359	16,000	798*	5	3
Washington	344	20,000	895*	....	....
West Virginia	300	4,000	588	....	....
Wisconsin	75	4,750	675*	21	....
Wyoming	71	4,500	195*	....	300
Totals**	15,332	691,023	26,751	539	1,981†

*Indicates State Figure, others are partial returns from Counties reporting.
†Includes 102 Buses in District of Columbia.
**In addition there are 185 railroad transfer terminal buses, and 215 industrial buses.

RAIL LINES EXTEND BUS SERVICE

(Maps by courtesy of "Bus Transportation")



(Left)—Rapid extension of the use of motor buses is indicated by this map of Minnesota which shows bus routes operated by the Northland Transporation Co., in conjunction with the Great Northern Railway Co.

(Above)—125 buses are being operated in conjunction with the New York, New Haven and Hartford Railroad, replacing unprofitable rail operations or rendering new express service.

14,000 Miles of Bus Routes Operated by Electric Railway

2,000 Miles Replaces Tracks

	Number of Companies	Approximate Miles of Track
Substitution by buses for part of rail system	79	725
Substitution by buses for entire rail system with service now rendered by *same company*	30	395
Substitution by buses for entire rail system with service now rendered by *separate company*	67	880
Total	**176**	**2,000***
Track abandoned and no service now rendered	54	500

*—Does not include 12,000 miles of bus operation by electric railroads over routes not formerly served by them.

Bus Routes 31% Non-Competitive with Railroads in 8 States

(Figures from U. S. Bureau of Public Roads)

STATE	DIRECTLY COMPETITIVE (Parallel) ROUTES Number	ROUTES Per cent	LENGTH Miles	LENGTH Per cent	INDIRECTLY COMPETITIVE (Between same towns) ROUTES Number	ROUTES Per cent	LENGTH Miles	LENGTH Per cent
Connecticut	23	43	463	50	17	32	311	34
N. Hampshire	7	22	60	19	6	19	91	30
W. Virginia	23	38	262	29	30	49	591	60
Kentucky	70	37	1,588	41	40	21	1,074	28
Arizona	10	26	728	31	14	36	1,061	45
Oregon	31	38	1,916	51	11	14	355	10
Washington	67	39	1,730	40	23	23	1,123	25
Total	**231**	**37**	**6,767**	**41**	**158**	**25**	**4,606**	**28**

STATE	NON-COMPETITIVE ROUTES Number	ROUTES Per cent	LENGTH Miles	LENGTH Per cent	TOTAL ROUTES Number	ROUTES Per cent	LENGTH Miles	LENGTH Per cent
Connecticut	13	25	**150**	**16**	53	100	924	100
N. Hampshire	19	59	**160**	**51**	32	100	311	100
W. Virginia	8	13	**114**	**11**	61	100	987	100
Kentucky	79	42	**1,214**	**31**	189	100	3,876	100
Arizona	15	38	**569**	**24**	39	100	2,358	100
Oregon	39	48	**1,468**	**39**	81	100	3,739	100
Washington	64	38	**1,536**	**35**	171	100	4,379	100
Total	**237**	**38**	**5,201**	**31**	**626**	**100**	**16,574**	**100**

NUMBER AND LENGTH OF MOTOR BUS ROUTES

State	Number routes	Total length	Average length
Connecticut	53	924 mi.	17.4 mi.
New Hampshire	32	311	9.7
West Virginia	61	987	16.2
Kentucky	189	3,876	20.5
Arizona	39	2,358	60.5
Oregon	81	3,739	46.1
Washington	[1]171	4,379	25.6
Maryland	79	1,622	20.6
Total	**705**	**18,196**	**25.8**

[1] The total number of routes in the State is 189. Mileage data are available for only 171.

MOTOR BUS ROUTES AND RAILROAD MILEAGE

State	Railroad mileage Miles	Bus route mileage Miles	Ratio of bus to R. R. mileage
Conn.	1,003	[1]822	82%
N. H.	1,239	311	25
W. Va.	4,057	987	24
Ky.	3,955	3,876	98
Ariz.	2,452	2,358	96
Ore.	3,347	3,739	111
Wash.	5,494	[1]4,379	80
Md.	1,447	[1]1,622	112
Total	**22,994**	**18,094**	

[1] This is the net mileage of highways used by motor buses; lines having a total length of 102 miles use highways used by other lines.

Common Carrier Trucks Pay More Than Double Private Carrier Taxes

License Fees for Common Carrier Four Times as Large

License fees charged by 25 states for a 3-ton truck of given specifications* when used as a common carrier and a private carrier.

(Figures from U. S. Bureau of Public Roads)

	License fee as a common carrier	License fee as a private carrier	Fee in Excess of private carrier
Arizona	$120.00	$15.00	$105.00
Arkansas	187.50	125.00	62.50
California	498.00	18.00	480.00
Idaho	600.00	65.00	535.00
Illinois	205.00	75.00	130.00
Iowa	425.00	100.00	325.00
Kansas	185.00	45.00	140.00
Maryland	433.33	9.60	423.73
Michigan	157.50	87.50	70.00
Minnesota	450.00	108.00	342.00
Mississippi	123.75	82.50	41.25
Montana	47.50	37.50	10.00
Nevada	480.00	39.00	441.00
New Mexico	70.00	30.00	40.00
N. Carolina	720.00	200.00	520.00
N. Dakota	132.00	82.00	50.00
Ohio	140.00	70.00	70.00
Oklahoma	100.00	60.00	40.00
Oregon	45.00	35.00	10.00
S. Carolina	150.00	60.00	90.00
S. Dakota	360.00	75.00	285.00
Utah	400.00	40.00	360.00
Virginia	520.00	60.00	460.00
Washington	209.00	25.50	183.50
West Virginia	150.00	56.25	93.75
Average	$276.34	$64.03	$212.31

Average common carrier license fee	**$276.34**
Average gasoline tax cost	**105.60**
Total average annual tax on 3-ton common carrier	**$381.94**
Total average annual tax on 3-ton private carrier	**$169.63**

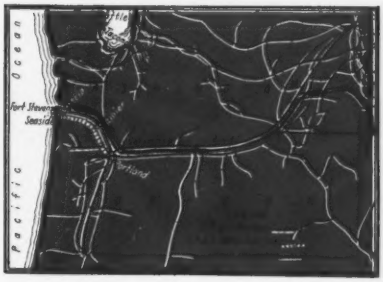
*Pneumatic tires; weight, 7,000 pounds; capacity, 6,000 pounds; 30 horse power; value, $4,500; annual gross receipts, $12,000; total annual mileage, 20,000 miles; total tire width, 20 inches; total annual gasoline consumption, 4,000 gallons.

MOTOR-BUS TAXES

State	Annual license fee	Gasoline tax	Total	Personal-property tax in addition
Conn.	$82.50	$71.42	$153.92	Yes
N. H.	276.00	142.84	418.84	Yes
W. Va.	666.67	249.97	916.64	Yes
Ky.	270.00	214.26	484.26	Yes
Ariz.	25.00	214.26	239.26	No data
Ore.	177.00	214.26	391.26	No
Wash.	250.00	142.84	392.84	Yes
Md.	1,428.57	142.84	1,571.41	Yes
Average	**$396.96**	**$174.09**	**$571.05**	.....

BUS FARES

Rate of fare per mile, cts.	Connecticut routes		New Hampshire routes		Maryland routes	
	No.	%	No.	%	No.	%
2 to 3	2	4.2	1	3.1	1	3.1
3 to 4	7	14.9	4	12.5	6	18.8
4 to 5	21	44.7	3	9.4	11	34.4
5 to 6	11	23.4	7	21.9	13	40.6
6 to 7	3	6.4	2	6.3	1	3.1
7 to 8	3	6.4	1	3.1	....	....
8 to 9	....	....	1	3.1	....	....
9 to 10	....	....	4	12.5	....	....
10 to 11	....	....	2	6.3	....	....
12 to 13	....	....	5	15.6	....	....
15 to 16	....	....	1	3.1	....	....
18 to 19	....	....	1	3.1	....	....



Route of 30 motor buses used by Spokane, Portland and Seattle Railway is shown by the white lines. These buses carried 334,406 revenue passengers in 1925. The length of route is 125 miles. The average miles per passenger carried was 29.99.

Steam Railroad Use of Motor Vehicles

51 Railroads in the United States and Canada are now using motor trucks to supplement their shipping service.

17 Railroads are studying the possibilities of transporting freight by truck, contemplating either the use of trucks for the first time or the use of additional trucks.

31 Steam railroads, or their subsidiaries, use over 407 motor buses. Most of these have begun to carry passengers on the highways within the last year.

22 Steam railroads not using buses are considering the installation of bus service.

190 Steam and electric railroads in the United States and Canada are using over 496 gasoline or gas-electric rail motor coaches. Twenty-six of these lines consider using additional equipment of this type, and have already ordered 38 more units.

18 Steam and electric railroads not now having rail motor coaches are investigating their use.

Railroad Use of Motor Trucks

37 for Terminal Movement—10 to Replace Local Freight Trains—10 for Store Door Delivery

†Michigan Central Railroad
*Boston & Albany Railroad
†Buffalo, Rochester & Pittsburgh Railway Company
S.D. Canadian National Railways
S.D. †*Lehigh Valley Railroad Company
S.D. *Erie Railroad
†*New York Central Railroad Company
†Pecos Valley Southern Railway
†Pennsylvania Railroad System
S.D. *Boston & Maine Railroad
S.D. Cincinnati, Georgetown & Portsmouth Railroad
S.D. *Delaware, Lackawanna & Western Railroad
*Great Northern Railway
†Long Island Railroad
S.D. *Maine Central Railroad
*New York, New Haven & Hartford Railroad
S.D. Oklahoma, New Mexico & Pacific Railroad
*Southern Pacific Company
S.D. Tennesee Central Railway
*Verde Tunnel & Smelter Railroad
*Bellefonte Central Railroad
†New York, Ontario & Western Railway

(Continued from preceding page)

*Baltimore & Ohio Railroad Company *Cleveland, Cincinnati, Chicago & St. Louis Railway Co. *Chesapeake & Ohio Railway *Louisville & Nashville Railroad *Pennsylvania Railroad System *Southern Railway System *Norfolk & Western Railway Company	Contract with Cincinnati Motor Terminals Co., for truck service at Cincinnati.
S.D. †*Baltimore & Ohio Railroad Co. *Chicago, Burlington & Quincy R. R. Co. *Chicago & Alton Railroad *Chicago & Eastern Illinois Railway Co. †*Chicago, Rock Island & Pacific Railway *Cleveland, Cincinnati, Chicago & St. Louis Ry. *East St. Louis, Columbia & Waterloo Ry. *Frisco Lines *Illinois Central Railroad *Illinois Traction System (Elec.) *Louisville & Nashville Railroad *Louisville, Henderson & St. Louis Railway *Missouri-Kansas-Texas Lines *Missouri Pacific Railroad *Mobile & Ohio Railroad *New York, Chicago & St. Louis Railroad Co. *Pennsylvania Railroad System *St. Louis Southwestern Railway Lines *Southern Railway System *Wabash Railway Company *Chicago, Peoria & St. Louis Railroad *Litchfield & Madison Railway *St. Louis, Troy & Eastern Railroad	Contract with Columbia Terminals Company for truck service at St. Louis and East St. Louis.

*For terminal movement.
†To replace local freight trains.
S.D. For store-door delivery.

Note—All the above railroads contract with trucking firms, except the Pecos Valley Southern; Boston & Albany; Maine Central; Oklahoma New Mexico & Pacific;, Bellefonte Central, which own their trucks; Canadian National Railways; Cincinnati, Georgetown & Portsmouth; New York, New Haven & Hartford. Verde Tunnel & Smelter Railroad and the Baltimore & Ohio both own trucks and contract for their use. The Boston & Maine rents trucks from independent operators.

31 Steam Railroads Use Buses

Directly or Through Subsidiaries

No. Buses	Name of Railroad
2	Alabama, Tennessee & Northern R. R.
3	Atchison, Topeka & Santa Fe R. R.
31*N. R.†	Boston & Maine Railroad (Rents buses to subsidiary)
1†	Cadiz Railroad
3	Canadian Pacific Railway (Buses owned by subsidiary — Canadian Pacific Transport Co.)
1	Chicago, Burlington & Quincy Railroad
3*†	Chicago, Milwaukee & St. Paul Railway (Both owns and contracts)
1	Copper Range Railroad
1	Franklin & Pittsylvania Railway
143	Great Northern Railway (Owns buses through subsidiary bus companies)
2	Gulf, Mobile & Northern Railroad
3	Kansas City, Mexico & Orient Railroad
2†	Maine Central Railroad (Owns it buses)
3	Minnesota Western Railroad
1	Narragansett Pier Railroad
125*†	New York, New Haven & Hartford Railroad (Owns through subsidiary bus company)
3†	Quebec, Montreal & Southern Railroad
2	Richmond, Fredericksburg & Potomac Railroad
1	San Luis Central Railroad
1	Shelby County Railway
2	Southern Railway System
30†	Spokane, Portland & Seattle Railroad (Owns through subsidiary)
1	Stewartstown Railroad
5*†	Tama & Toledo Railroad (Owns its buses)
2*N. R.†	Tennessee, Kentucky & Northern Railroad (Officials of the Railroad own buses)
1	Tuckaseegee & South Eastern Railway
44	Union Pacific Railway
1†	Verde Tunnel & Smelter Railroad (Contracts for bus service)
1	Virginia & Truckee Railway
1	Wabash Railway
1	Washington, Brandywine & Point Lookout Railroad
407	**Total Buses Tabulated**

5* On routes substituted for branch lines.
10† On road paralleling rail lines.
2 N.R. On new feeder routes.

Note—The following railroads are reported to have made working arrangements for handling passenger traffic with motor carrier lines:

Baltimore, Chesapeake & Atlantic Railroad
New York, Ontario & Western Railway
Southern Pacific Railroad
Wilmington, Brunswick & Southern Railroad.

MOTOR TRUCK FLEETS BY STATES

Classified by 3 *plus*, 5 *plus, and* 10 *or more*

(Figures as of July 1, 1925, from Reuben H. Donnelley Corporation)

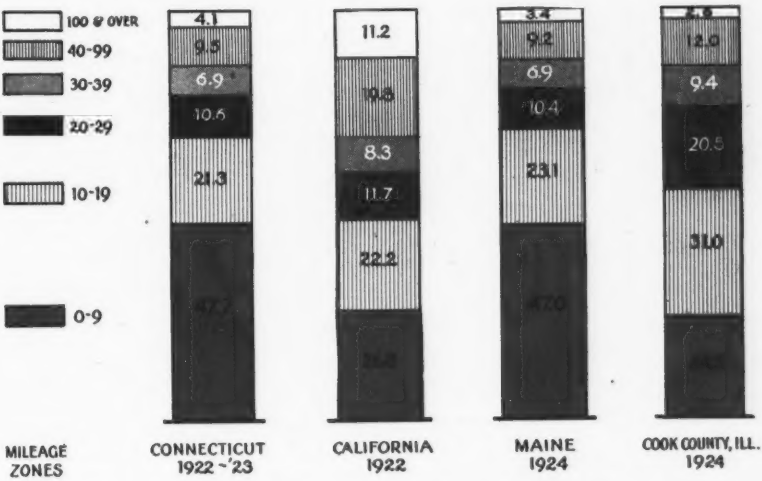
States	3 or more	5 or more	10 or more
Alabama	904	258	52
Arizona	334	113	32
Arkansas	781	232	46
California	6,919	2,700	885
Colorado	685	270	76
Connecticut	1,544	474	136
Delaware	217	60	15
District of Columbia	585	278	126
Florida	1,669	564	145
Georgia	1,112	324	76
Idaho	115	32	6
Illinois (omit Chicago)	3,259	2,032	210
Chicago	2,446	1,117	207
Indiana	2,592	797	204
Iowa	1,282	371	67
Kansas	1,090	321	60
Kentucky	928	285	78
Louisiana	1,196	443	111
Maine	511	107	24
Maryland	1,271	423	132
Massachusetts	3,790	1,273	353
Michigan	2,624	977	308
Minnesota	2,019	672	180
Mississippi	504	128	10
Missouri	1,802	614	164
Montana	309	103	16
Nebraska	805	275	88
Nevada	109	24	5
New Hampshire	162	39	6
New Jersey	4,944	1,530	373
New Mexico	34	9	3
New York (omit Greater New York)	4,299	1,322	289
Greater New York	4,207	1,619	562
North Carolina	1,014	350	103
North Dakota	197	25	4
Ohio	5,593	1,550	490
Oklahoma	1,353	448	111
Oregon	651	229	62
Pennsylvania	6,896	2,337	576
Rhode Island	846	285	73
South Carolina	698	207	32
South Dakota	116	27	2
Tennessee	914	335	94
Texas	2,427	855	216
Utah	376	144	46
Vermont	161	34	6
Virginia	1,409	387	109
Washington	1,205	465	124
West Virginia	1,074	369	85
Wisconsin	2,030	639	155
Wyoming	157	54	11
Total United States	**82,165**	**28,526**	**7,344**

Leading Truck Fleets in the U. S. A.

(Figures from "Operation and Maintenance," formerly "Motor Transport")

American Railway Express, 2 Rector St., New York City (All Branches)	5,753
Post Office Department, 11th & Penna. Ave., Washington, D. C. (All Branches)	5,300
Standard Oil Co. of Indiana, 910 S. Michigan Ave., Chicago, Ill. (All Branches)	3,500
Armour & Co., Union Stock Yards, Chicago, Ill., (All Branches)	3,374
Gulf Refining Company	2,005
Street Cleaning Department, 366 Flushing Ave., Brooklyn, N. Y	1,800
Swift & Company, Union Stock Yards, Chicago, Ill.	1,500
Liggett & Myers Tobacco Co., 212 Fifth Ave., New York City	1,262
Associated Belle Telephone Companies	1,183
Standard Oil Co. of New Jersey, Baltimore, Md.	997
Penna. Dept. of Highways, Harrisburg, Pa.	921
Dept. of Street Cleaning, New York City	904
Standard Oil Co. of New York	842
New York Fire Dept., New York City	800
California Highway Commission, 1805 34th Street, Sacramento, Cal.	800
Chas. D. Farmer, Raleigh, N. C.	800
New England Tel. & Elec. Co., Boston, Mass.	780
Union Oil Co. of California	759
Wisconsin Highway Commission, State Capitol Annex, Madison, Wis.	608
General Baking Co., New York City	600
Texas Co., New York City	508
Great Atlantic & Pacific Tea Co., New York City	463
Cocoa Cola Bottling Company	353
N. Y. Telephone Co., New York	350
Tidewater Oil Co., New York	308

Trucks Operate Chiefly in Short Haul Field



MILEAGE ZONES—LOADED MOTOR TRUCKS

(Figures from U. S. Bureau of Public Roads)

Mileage Zones		CONNECTICUT 1922-1923 Percentage of Loaded Trucks		CALIFORNIA† 1922 Percentage of Loaded Trucks		MAINE 1924 Percentage of Loaded Trucks		COOK COUNTY, ILL. 1924 Percentage of Loaded Trucks	
0– 9 mi.		47.7%		26.8%		47.0%		24.3%	
10–19		21.3		22.2		23.1		31.0	
20–29		10.6		11.7		10.4		20.5	
30–39		6.9		8.3		6.9		9.4	
40–49	40–99 mi.	2.9	9.5%	5.5	19.8%	4.1	9.2%	6.6	12.0%
50–59		2.8		6.5		1.9		2.8	
60–69		1.3		4.7		1.2		1.1	
70–79		1.5		...		0.8		0.6	
80–89		0.5		3.1		0.7		0.4	
90–99		0.5		...		0.5		0.5	
100 and over		4.1		11.2		3.4		2.8	

†California data limited to important highways upon which percentage of long haul trucking is greater than upon all highways in the state.

TRUCKS NOT COMPETING WITH RAILROADS

One thing we know very definitely—there is no basis for the fear that the motor truck is going to compete seriously with the railroads. The facts we have found in all our surveys are sufficient to convince me. The truck has found its place in the short haul, and it is not taking over any business that the railroads can do as well or better.—WILLIAM M. JARDINE, *Secretary of Agriculture.*

62 MOTOR TRANSPORT LINES IN WISCONSIN

Wisconsin has sixty-two different companies and individuals operating interurban lines, ten companies operating urban bus lines, and eight or ten running freight lines according to P. H. Porter, attorney for the state railroad commission.—*Automotive Daily News.*

Data on the Electric Truck Industry

Compiled in Collaboration with Society for Electrical Development)

LIFE OF ELECTRIC TRUCKS IN NEW YORK CITY

The following table from the Society for Electrical Development gives the ages of electric trucks over seven years old used in the City of New York:

Over 7 years	2,899
Over 8 years	2,448
Over 9 years	2,044
Over 10 years	1,580
Over 11 years	1,285
Over 12 years	980
Over 13 years	395
Over 14 years	221
Over 15 years	156
Over 16 years	132
Over 17 years	116
Over 18 years	74
Over 19 years	33
Over 22 years	25

SAVING IN MILK DELIVERY

In retail delivery of milk the electric truck saves an hour's time for every 600 homes served over the horse drawn vehicle.

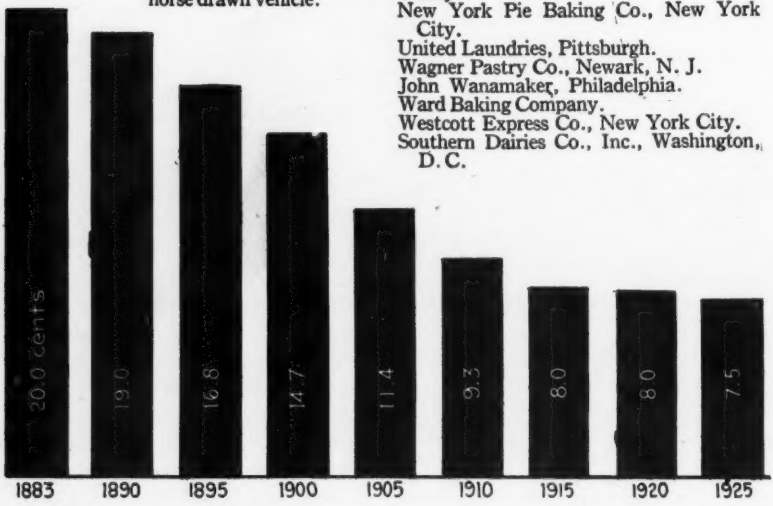


Chart by Courtesy of "Electrical World"

Operation cost of the electric truck is constantly decreasing as the cost of electric current declines. Chart shows price of current per k. w. h.

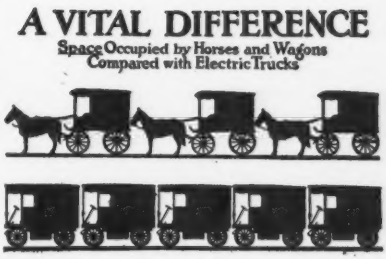
ELECTRIC TRUCK FLEETS OF 50 OR MORE

(*Number of Electric Trucks Used by Following Companies Varies from* 50 to 1,500)

American Railway Express.
Bush Terminal Company, New York City.
Laundry & Dry Cleaning Service, Inc., New Orleans, La.
Commonwealth Edison Co., Chicago.
Consolidated Gas Company, New York City.
General Baking Corporation.
Cushman's Sons Company, New York City.
Gimbel Brothers, New York City.
James A. Hearn, New York City.
Gottfried Baking Company, New York City.
National Baking Company, Columbus, O.
Los Angeles Creamery Co., Los Angeles.
National Dairy Products, New York City.
R. H. Macy & Company, New York City.
Marshall Field & Company, Chicago.
Continental Baking Corp., New York City.
National Biscuit Company.
New York Edison Company, New York City.
New York Pie Baking Co., New York City.
United Laundries, Pittsburgh.
Wagner Pastry Co., Newark, N. J.
John Wanamaker, Philadelphia.
Ward Baking Company.
Westcott Express Co., New York City.
Southern Dairies Co., Inc., Washington, D. C.

LESS FLOOR SPACE THAN HORSES

As the chart (right) indicates, the American Railway Express Company has recently replaced 168 horse-drawn vehicles, requiring 300 horses, with 84 electric trucks. The 168 horse-drawn vehicles had an aggregate carrying capacity of 540 tons, an average of 3.2 tons for each. The 84 electric vehicles had an aggregate capacity of 420 tons, an average of 5 tons for each—the electric, of course, possessing much higher capacity in the way of speed and mileage. The former horse-drawn vehicles required, for all purposes, 69,200 square feet of floor area; the 84 electrics occupied 21,000 square feet of area, materially less than one-third of that required for the former service.



5,000,000 FEWER HORSES

U. S. Department of Agriculture reported in March, 1926, that the total number of horses in the country decreased five millions during the preceding 10 years.

NEW YORK CITY	
1917—Horses	108,036
1924—Horses	50,053
CHICAGO	
1910—Horses	80,000
1924—Horses	30,000

SEVEN REASONS WHY ELECTRICS SERVE MORE EFFICIENTLY THAN HORSES

1. **Always in service.**
2. **Take less space.**
3. **Move more quickly.**
4. **Cleaner.**
5. **Have more endurance.**
6. **Lower ton-mile cost.**
7. **Adapted to City Service.**

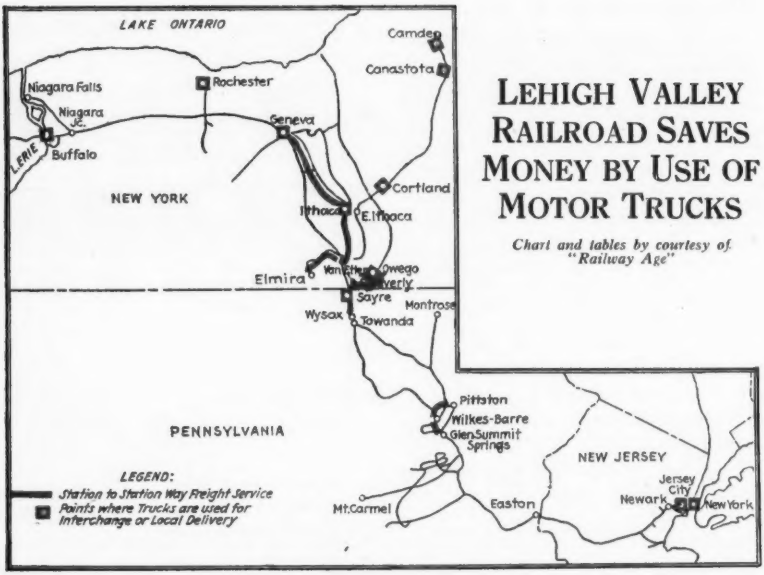
375,381 Head of Live Stock Hauled Over Highways to South St. Paul Yards

(Figures published in Highway News Service from data of Union Stockyards Company)

Stock	1900	1919	1924	1925
Cattle	5,497	17,384	33,708	50,643
Calves	414	7,127	47,831	76,623
Hogs	5,484	26,689	150,614	218,640
Sheep	4,671	3,545	21,572	29,975
Totals	**16,066**	**54,745**	**253,725***	**375,381****

*Hauled in 34,431 motor truck loads.
**Hauled in 47,337 motor truck loads.

The railways gain much more from the freight traffic it (the automobile industry) gives them than they lose from the freight and passenger business it takes away. —RALPH BUDD, *President, Great Northern R. R.*



LEHIGH VALLEY RAILROAD SAVES MONEY BY USE OF MOTOR TRUCKS

Chart and tables by courtesy of "Railway Age"

Adoption of motor transportation by railroads is becoming an increasingly popular method of reducing overhead costs. Map and tables on these two pages are typical illustrations of the savings resulting from this process in short haul L. C. L. operations.

TABLE I

Statement of savings on Seneca and Auburn divisions account operation of *motor truck handling L. C. L.* freight between Elmira and Ithaca

MONTH OF JANUARY, 1926

	Monthly Saving
Seneca Division	
Elimination of 1 hour overtime on No. 133's crew 31 days at $6.93 per day	$214.83
Elimination one trainman on No. 133's crew, 31 days at $5.24 a day	162.44
Saving in handling 30 tons L. C. L. on truck formerly handled at Sayre	14.58
Total Seneca Division	**$391.85**
Auburn Division	
Elimination of one trainman on Shine Line crew 26 days at $6.16 per day	$160.16
Elimination of one trainman on Cortland-Van Etten local freight (26 days at $5.24)	136.24
Elimination one hour overtime to crew of Shine Line (26 days at $6.10 per day)	158.60
Elimination one hour overtime to crew of Cortland-Van Etten local (26 days at $6.67 per day)	173.42
	$628.42

Saving in Car Days

Elmira-Ithaca Car, 9 cars at 2 days per car	$18.00
Newfield & way local—Ithaca 11 cars at 3 days per car	33.00
Van Etten & way local—Sayre 13 cars at 3 days per car	39.00
Elmira Hts. & way—Elmira 23 cars at 2 days per car	46.00
136 car days at $1 per day	**$136.00**
Grand Total	**$1,156.27**

Operation Motor Truck

Pieces 4053, 298,701 lb., Rev. $1,251.71	
Cost motor truck	**936.00**
Net saving	**$220.27**

TABLE II

Savings effected on Seneca division by *installation of motor truck service* between Sayre, Waverly and Wysox

MONTH OF JANUARY, 1926

Abolition of Sayre-Wysox turn-around run 26 days at $72.68 per day Wages of crew $36.28 Loco. exp. 40 mi. at 91 c. per mi. $36.40.	$1,889.68
Saving of 37 cars at Sayre tfr. 2 days per car, 74 car days	74.00
Saving of 22 cars at DLW Waverly, 1 day per car, 22 car days	22.00
Saving of 17 cars at Towanda Wash St., 3 days per car, 51 car days	51.00
Saving in per diem of 26 cars del. Erie R. R. 1 day per car, 26 car days	26.00
Saving of 9 cars handled at Wash st. from S. L. & S. and S. & N. Y. 1 car per day, 9 car days	9.00
Total	$2,071.68
Less cost of motor truck	825.00
Actual saving	**$1,246.68**

Handled 9.076 pieces 586,444 lb. $2,622.79 Revenue.

TABLE III

Savings effected on Seneca Division by *installation of motor truck service* between Geneva and Ithaca

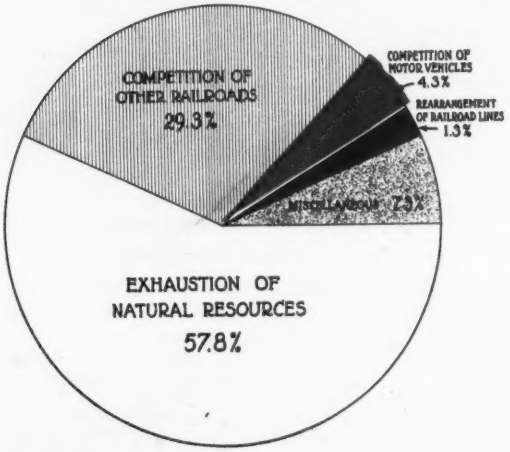
MONTH OF JANUARY, 1926

Abolition of Ithaca branch local freight 26 days at $128.54 per day Wages of crew, $58.47 Loco. exp. 77 miles at 91 cents per mile $70.07	$3,342.04
Saving of 27 cars at Manchester Tfr. (frt. for Old Road points now being loaded in the Geneva car and trucked from Geneva) and 33 cars at Geneva or a total of 60 cars, 3 days per car—180 car days	180.00
Saving of 17 cars at Ithaca which originally were loaded to Old Road points 3 days per car—51 car days	51.00
Total	$3,573.04
Less cost of operation of motor truck	1,144.00
Actual saving	**$2,429.04**

Tonnage handled, 314,189 lb. Pieces, 4,599. Gross rev. $1,080.72

Rail Mileage Abandonment

Motor Competition Causes Only 4%



RAIL MILEAGE ABANDONMENTS, 1916-1925—I. C. C. FIGURES

Cause	Number of Railroads	Percentage of number Per Cent	Length Miles	Percentage of Length Per cent
Exhaustion of natural resources	78	65.0	1,411.20	57.8
Competitition of other railroads	14	11.7	713.34	29.3
Competition of motor vehicles	10	8.4	104.46	4.3
Rearrangement of lines of railroad	5	4.1	32.64	1.3
Miscellaneous	13	10.8	177.31	7.3
Total	**120**	**100.0**	**2,438.95**	**100.0**

1925 Best Year in Rail History

(Figures from Bureau of Railway Economics)

REVENUE CARLOADINGS

1925	**51,178,000**
1924	48,534,000
1923	49,812,000
1920	45,118,000

PASSENGER MILES

1925	**35,900,000,000**
1924	36,126,100,000
1923	38,008,000,000
1920	46,848,000,000

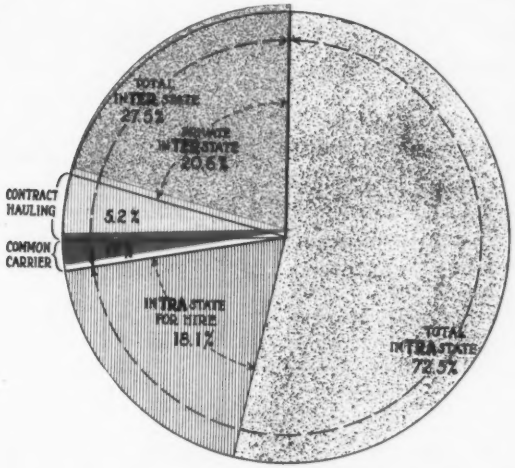
NET TON-MILES

1925	**456,000,000,000**
1924	429,453,000,000
1923	457,607,000,000
1920	449,125,000,000

TOTAL OPERATING REVENUES

1925	**$6,187,000,000**
1924	5,921,490,100
1923	6,289,580,000
1922	5,559,092,027
1921	5,516,598,242
1920	6,178,438 459

Analysis of Motor Truck Traffic



Analysis of motor truck traffic as shown on the chart above is based on the 3,450,000 tons checked in Connecticut, Sept., 1922, to Sept., 1923, by the U. S. Bureau of Public Roads and the State highway department. While figures in other surveys vary from the above, as other tables on this page indicate, it will be noted that elsewhere, as here, the vast majority of truck traffic is by private operators, and that of the "for hire" classification a high percentage is on the contract basis.

CONNECTICUT TRUCK TRAFFIC*

	Tons	Per cent		Tons	Percent
Total	3,450,000	100.0	InTERstate For Hire	238,000	6.9
InTRAstate	2,500,000	72.5	Contract Hauling..	178,000	5.2
InTERstate	950,000	27.5	Common Carrier..	60,000	1.7
Total For Hire	860,000	25.0			

COOK COUNTY TRUCK TRAFFIC*

Trucks (loaded) operating For Hire	17%	Consumption goods	43.5%
Trucks engaged in direct distribution of goods to their final use	70%	Construction materials.	21.0%
		Haulage to farms	5.5%

PENNSYLVANIA TRUCK TRAFFIC*

Trucks (loaded) operating For Hire	13.6%	Foreign loaded trucks on routes near state boundary	37%
Truck haulage 29 miles or less	80.6%	Foreign truck traffic, average on all routes	5.2%

**Figures from U. S. Bureau of Public Roads*

Highways---1925

MILEAGE

Miles of highways in United States, Jan. 1, 1926	3,002,916
Miles of surfaced highways, federal, state and local, January 1, 1926, approximately	495,000
Miles of highways surfaced in 1925, approximately	35,000

FEDERAL AID

Miles in Federal Aid Approved System, January 1, 1926	179,770
Projects completed since passage Federal Aid Act, 1916 to December 31, 1925 miles	46,977
Projects under construction, December 31, 1925, miles	16,017
Projects approved for construction	1,794
Completed during 1925	10,348

EXPENDITURES

Total cost of Federal Aid projects completed to December 31, 1925	$841,467,587.13
Federal Aid Share	$371,701,144.42

Total 1925 highway expenditures, estimated by U. S. Bureau of Public Roads,	$1,002,000,000.00

7% of Maine Roads Carry 53% of Traffic

(Data and map on this page were compiled by the U. S. Bureau of Public Roads in collaboration with Maine State Highway Department.

Importance is attached to the figures, as illustrating that the highway construction problem is simpler than might appear from contemplating the total of road mileage in the country. That is, the bulk of the mileage having light travel needs only light surfacing. A small percentage of the roads with heavy surfacing will handle the bulk of the traffic.

Figures, being for one State, and for the specific period of July 1-Oct. 31, 1924, are not universal, but probably present a generally true picture. They illustrate a method of approach for meeting highway problems.

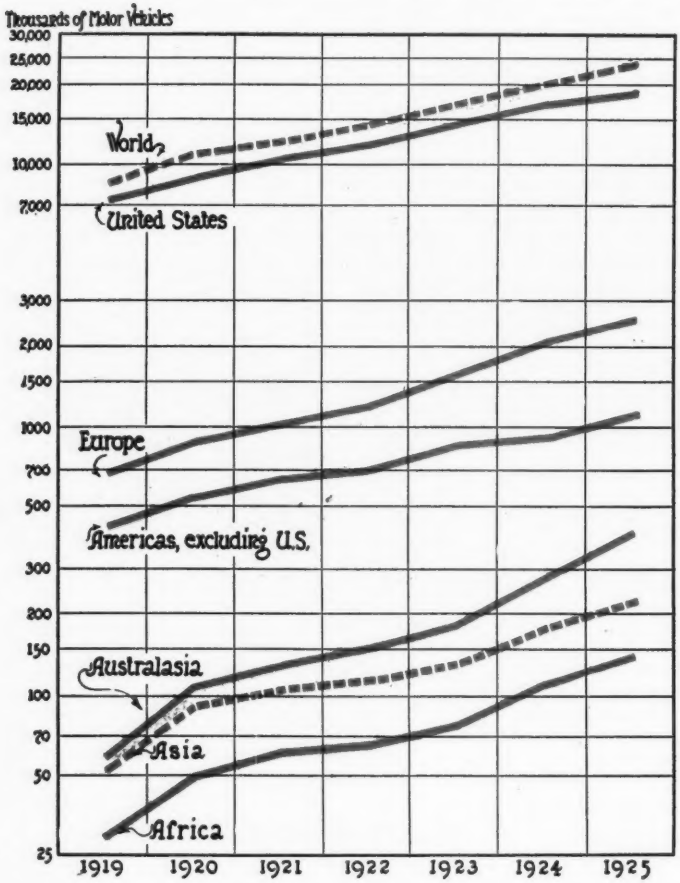
Red lines on the map indicate the volume of traffic. On the territory highways the average number of vehicles per day is 29.)

HOW MAINE HIGHWAYS ARE USED

(*Figures of Survey, July 1-Oct. 31, 1924*)

	All Highways	Primary System	Secondary System	Third class System
Highway mileage	23,104	1,630	4,049	17,425
Percentage of highway mileage	100.0	7.1	17.5	75.4
Daily vehicle-miles:				
All vehicle	3,187,000	1,702,000	986,000	499,000
Passenger cars	2,904,000	1,548,000	893,000	463,000
Trucks	283,000	154,000	93,000	36,000
Average density of traffic:				
All vehicles	138	1,044	244	29
Passenger cars	126	950	221	27
Trucks	12	94	23	2
Total vehicle-miles:				
All vehicles	392,001,000	209,346,000	121,278,000	61,377,000
Passenger cars	357,192,000	190,404,000	109,839,000	56,949,000
Trucks	34,809,000	18,942,000	11,439,000	4,428,000
Percentage of vehicle miles:				
All vehicles	**100.0**	**53.4**	**30.9**	**15.7**
Passenger cars	100.0	53.3	30.8	15.9
Trucks	100.0	54.4	32.9	12.7
Average daily gross tons per mile:				
All vehicles	201	1,521	356	42
Passenger cars	176	1,330	309	38
Trucks	25	191	47	4

Registration Gains by Continents



CONTINENT	1919	1920	1921	1922	1923	1924	1925
Africa.....	29,150	49,928	62,592	65,757	79,810	110,559	147,689
Americas, (excluding U. S.).	449,928	543,146	667,191	720,516	868,476	948,426	1,140,633
Asia.....	53,047	92,259	113,064	118,652	138,759	182,531	229,428
Australia.....	58,500	110,060	131,000	135,069	180,272	288,759	416,586
Europe.....	696,323	915,590	1,083,790	1,228,480	1,664,090	2,161,189	2,675,891
United States...	7,565,440	9,231,941	10,463,295	12,238,375	15,092,177	17,593,677	19,954,347
Total, World..	8,852,394	10,942,924	12,520,932	14,506,849	17,923,584	21,285,141	24,564,574

World Production—1925

(Figures from U.S. Department of Commerce)

Country	Passenger Cars and Trucks
United States	4,175,365
Canada	161,389
France	177,000
England	176,197
Germany	55,000
Italy	39,573
Belgium	5,400
Czechoslovakia	5,000
Austria	4,800
Spain	473
Switzerland	450
Hungary	329
Sweden	270
Denmark	75
Total, World	4,800,321

Highway Income and Expenditures, 1924

Less Than Half of Motor Fees Applied to Highways

INCOME

EXPENDITURE

Motor vehicle fees in 1924 amounted to 62% of the total income for highways, but only 23% of the income came from this source since these fees were diverted for other purposes. 1924 figures are the latest available for complete analysis in this way. Note that bond income is but 22.4% of the total, and bond payments and interest but 9.1%.

Highway Income 1924

Taxes and appropriations.	$541,000,000
Motor vehicle fees and gas taxes.....	266,455,166
Bonds.....	259,000,000
Federal aid.....	91,400,000
Drawn from balance from.	$1,157,763,987
Preceding year.....	23,757,128
Total.....	**$1,181,521,115**

Highway Expenditures 1924

Construction.....	$637,029,861
Maintenance.....	297,178,709
Machinery, equipment, etc.	138,370,000
Bond principal payments..	79,962,037
Interest payments.....	28,980,229
Total.....	**$1,181,521,115**

High Type Roads Save Operating Cost

(*From Bulletin* 69, *Iowa State College*)

Type of Surface	TYPE AND SPEED OF VEHICLE: Solid tire trucks 10 m.p.h. Cents per ton mile	Pneu. tire trucks 15 m.p.h. Cents per ton-mile	Automobiles 25 to 35 m.p.h. Cents per vehicle-mile	Motor buses 24 m.p.h. Cents per ton-mile
Average portland cement concrete and asphalt filled brick.....	8.00	8.30	10.00	24.00
Best portland cement concrete and asphalt filled brick.....	7.75	7.70	9.30	22.50
Best gravel, yearly average.....	8.50	8.80	10.90	25.70
Ordinary gravel, yearly average.....	9.00	9.40	11.80	27.80
Waterbound macadam, well maintained.....	8.70	8.95	11.10	26.00
Bituminous macadam, well maintained.....	8.50	8.80	10.60	25.70
Average sheet asphalt, yearly average temperature..	8.10	8.30	10.00	24.00
Average asphaltic concrete, yearly average temperature.....	8.00	8.30	10.00	24.00
Best earth, well packed by traffic, yearly average...	9.20	9.50	12.00	27.80
Ordinary earth with light traffic, yearly average...	9.50	9.95	12.60	29.60

1925 Motor Fees Approach Total Highway Bill

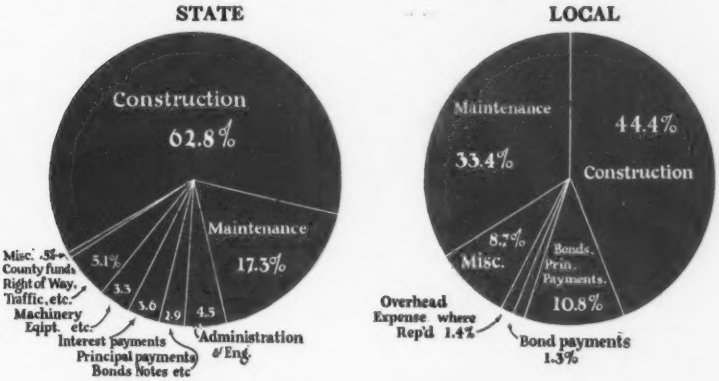
THE best estimates which the Bureau of Public Roads has been able to secure show that the annual bill over several years for rural highway improvements has been approximately one billion dollars.* A considerable percentage of this annual expenditure has been derived from bonds issued to mature over a period of from 20 to 30 years, so that while these bonds must in time be paid, they do not represent an actual outgo of tax money collected during the year. Thus it is apparent that the income from the motor vehicle very largely covers the actual amounts of the funds collected during the year. The estimate of income from the motor vehicle for the current year is as follows:

Federal excise taxes.....	$131,872,000
Motor vehicle license fees.	256,000,000
Gasoline taxes.....	164,463,000
Personal property taxes, 20 million cars (estimated).	100,000,000
Municipal and local license fees (estimated).....	10,000,000
Total.....	**$662,335,000**

The above estimate does not take into account the increased valuations of real property which have been due to motor vehicle transportation, to motor business property and other new properties and new values now tax-producing at their present rate largely through the motor vehicle. These facts indicate the real seriousness of the question of whether we are not reaching the limit of taxation of the motor vehicle. While it is true that the motor user can well afford to pay a large part of the tax bill, it is just as true that the utilization and extension of motor transport through improved roads is a creator of property values which in fairness should contribute to the support of the annual highway costs.—*Thomas H. MacDonald*, Chief, U. S. Bureau of Public Roads.

*$1,002,000 in 1925 (State $538,000,000, Local $464,000,000.)

State and Local Highway Expenditures Compared



Higher construction means lower maintenance cost

STATE HIGHWAY EXPENDITURES, 1924	
Construction.....	$381,080,058
Maintenance.....	104,806,557
County funds, right-of-way etc.....	30,657,927
Admin. and Engineering....	27,536,820
Interest payments.....	21,500,602
Prin. pay. Bonds, Notes, etc.	17,394,431
Machinery, equipment, etc..	18,792,166
Miscellaneous.....	2,895,590
Total.....	**$605,665,207**

LOCAL HIGHWAY EXPENDITURES, 1924.	
Construction.....	$255,949,803
Maintenance.....	192,372,152
Principal payments, Bonds..	62,567,876
Interest payments.....	7,479,580
Miscellaneous expenses.....	49,799,765
Overhead where reported...	7,686,732
Total.....	**$575,855,908**

Co-ordinated Lights Move D. C. Traffic at 22 Miles per Hour

Motor Cars Carry 56% of Passengers in Nation's Capitol

DAILY STREET TRAFFIC IN WASHINGTON, D. C.

Type of Vehicle	No. of Vehicles	No. of Passengers	% of Total Passengers	Passengers Per Vehicle
Private motor cars	227,004	441,988	56.8	1.9
Street Railways	15,273	304,547	39.2	19.9
Motor Buses	2,007	22,556	2.9	11.2
Taxicabs	11,078	8,708	1.1	.8
Total	**255,362**	**777,799**	**100.0**	**3.0**

AVERAGE DAILY MOTOR AND HORSE TRAFFIC IN CHICAGO

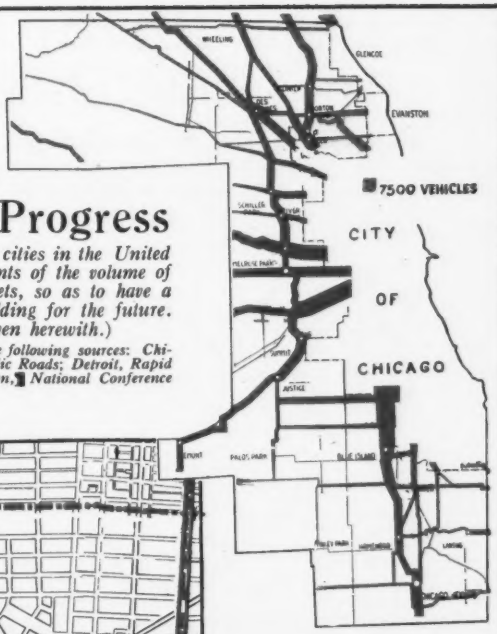
Station location	Trucks	Passenger cars	Buses	Horse-drawn	Total
Michigan Avenue Bridge	.....	54,269	1,930	.....	56,199
Sheridan Road between Howard and Rogers Ave.	.....	16,814	.....	.....	16,814
Michigan Blvd. at 35th St	.....	24,424	720	.....	25,144
Grand Blvd. south of 33rd St	.....	29,404	619	.....	30,023
Jackson Blvd. between 5000 and 5100 block	.....	12,817	255	.....	13,072
Washington Blvd. at 5133	.....	18,344	512	.....	18,856
Garfield Blvd. east of Robey St	.....	17,540	213	.....	17,753
Milwaukee Ave. at 1792 N. Milwaukee Ave	1,640	4,826	.....	249	6,715
Western Ave., north of North Ave	1,622	3,804	.....	208	5,634
Grand Ave. at Homan Ave	1,907	7,111	.....	312	9,330
Roosevelt Rd. at 4600	1,375	3,618	.....	166	5,159
Halsted Street between B. & O. Bridge and C. B. & Q. Bridge	1,555	3,794	.....	541	5,890
Wabash Ave. at 1542 S. Wabash Ave	4,500	9,774	.....	903	15,177
Elston Avenue between Lawrence and Kostner Av.	985	5,301	.....	140	6,426

Continuous safe flow of traffic is being accomplished in Washington, D. C., by use of co-ordinated traffic lights as indicated in chart above. Green lights are on for two blocks at a time and the red changes to green as the traffic moves, permitting travel of 22 miles per hour continuously most of the day and 18 miles per hour in rush hours. During the 2 months preceding the installation of this system there were 51 accidents on 16th Street, which has this system. During the two months following there were thirty-five accidents, a decrease of 32 per cent.

Cities Active in Traffic Progress

■(*Most of the leading cities in the United States are making counts of the volume of traffic using their streets, so as to have a scientific basis in building for the future. Three examples are given herewith.*)

(*Maps given are from the following sources: Chicago, U. S. Bureau of Public Roads; Detroit, Rapid Transit Commission; Boston, National Conference on City Planning.*)



Cook County, Illinois embracing CHICAGO has organized a metropolitan survey program of allied municipalities to clear up the points of congestion.

DETROIT (above)—Solid lines show existing rights of way. Improvement of eastern and northern routes is planned to balance city traffic and growth.

BOSTON (right)—This projected highway goes around the city of Boston freeing the city from the congestion of through traffic.

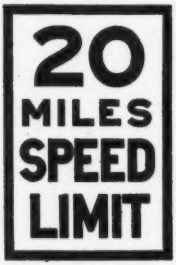
Standard Highway Markings for All States

(The signs below and on the opposite page have been adopted by the Joint Board of Interstate Highways representing all States and will replace non-standard highway markings now in use.)

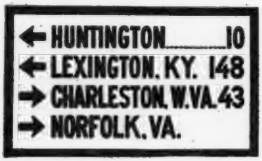
Standard route marker adopted by the Joint Board on Interstate Highways for use on all United States highway routes. The color scheme will be black and white.

Right—To be placed beneath standard route marker on approach to fork in road to indicate branch route follows.

Sign to indicate name of rivers, creeks and towns.



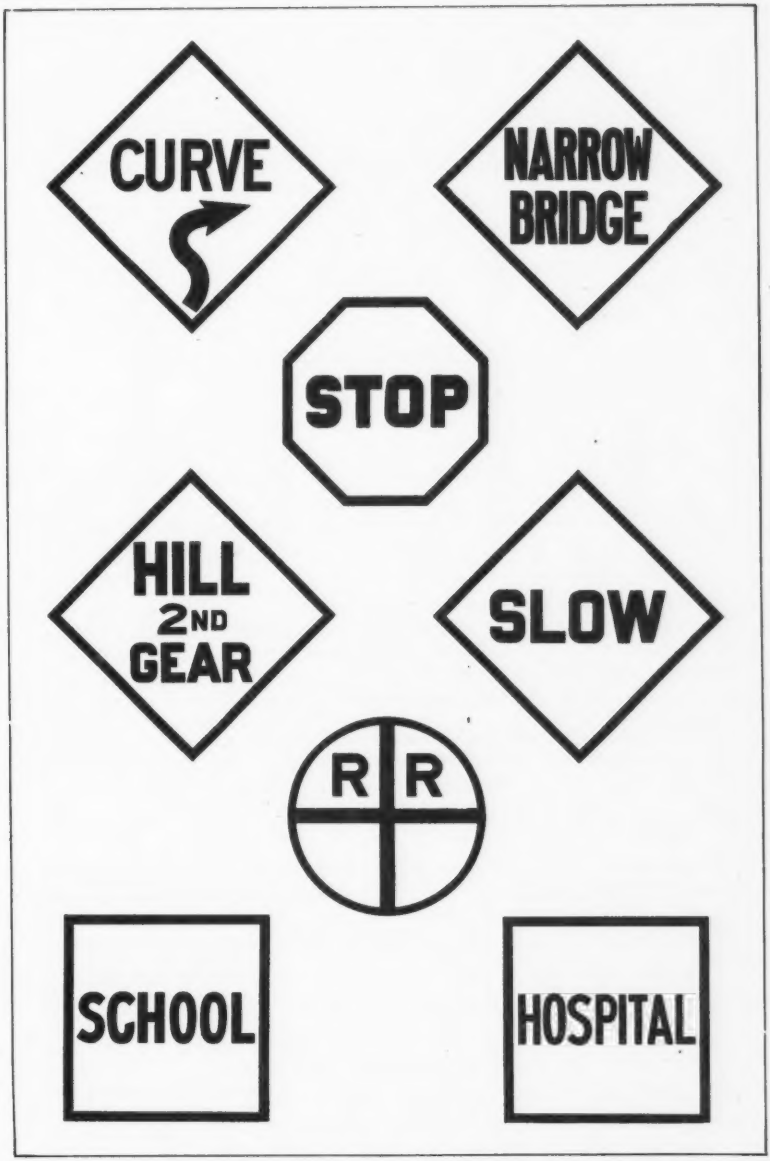
Speed limit sign.



For use at cross roads to indicate distance to points not on the route.

For use at any point to indicate distance to points on the route.

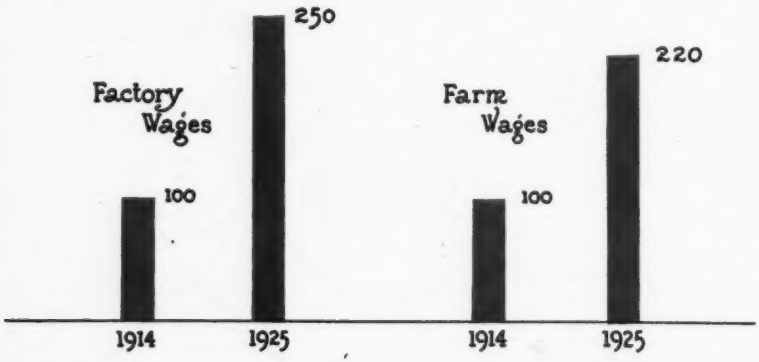
The standard route marker shown in upper left hand corner, and the five informational signs will have a black background with white letters.



Caution signs to be used on United States highways. These signs will have a yellow background with black lettering and border.

150% Increase in Automobile Purchasing Power of Workmen's Wages

PURCHASING POWER OF WAGES IN BUYING AUTOMOBILES



If the cost of living were the same today as in 1914, it would now be 2½ times as easy to buy an automobile with the average workman's income as it was in 1914. The exchange value, or in other words the purchasing power of wages for automobiles has increased 150% since 1914. This partly accounts for the big demand for motor cars.

This increased purchasing power of wages in buying automobiles is due to lower automobile prices as well as to higher wage rates since 1914. Factory wages have advanced from an index figure of 100 in 1914 to 215 in 1925. At the same time automobile prices have declined from an index of 100 before the war to 86.2 in 1925.

The computation is based on data from the following sources: factory wages, National Industrial Conference Board, Inc., farm wages, U. S. Department of Agriculture; automobile prices are the averages obtained by dividing aggregate value by number produced in 1914 and 1925 respectively.

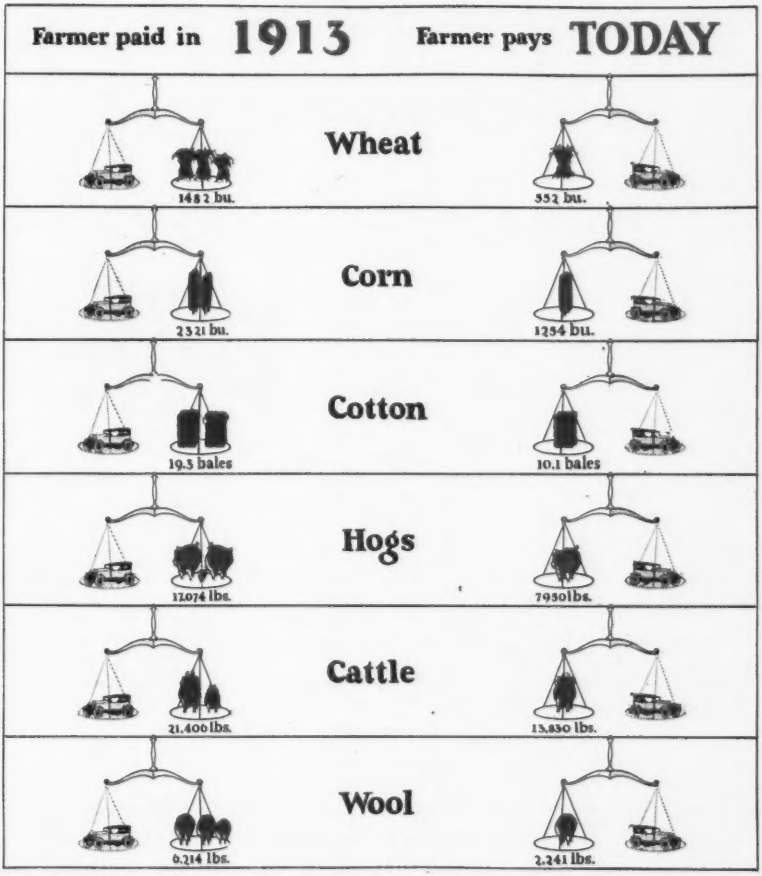
Roadside Markets Profitable

100 roadside markets in Maryland sold $267,000 worth of produce to motorists last year. 131 similar stands in New Jersey sold $305,000 worth of produce direct to motorists.—EDWARD L. BROWNE, *Research Specialist, University of Maryland*

—*"American Motorist.*

What the Farmer Pays for His Automobile Today

Compared with 1913



In terms of staple farm products it costs the farmer from one-third to two-thirds less to pay for his automobile today than it did in 1913. In other words the exchange value of wheat, hogs, wool, cotton, corn and cattle for automobiles is from 1½ to 2¾ times greater today than in 1913.

Sources: Farm products, U. S. Department of Agriculture, average prices on farm Jan. 15, 1913 and 1926. Average automobile prices obtained by dividing number produced into total value.

Automobile Dollar

is nearly Double *the value of the* Cost-of-living *Dollar*

Automobile Dollar today worth $1.16

1914		1925
	Automobile Dollar	
$1.00		$1.16
	Cost-of-living Dollar	
$1.00		59¢

Sources: Cost of Living figures from National Industrial Conference Board, Inc. Computation of purchasing power of automobile dollar based on total annual production and total annual value of output.

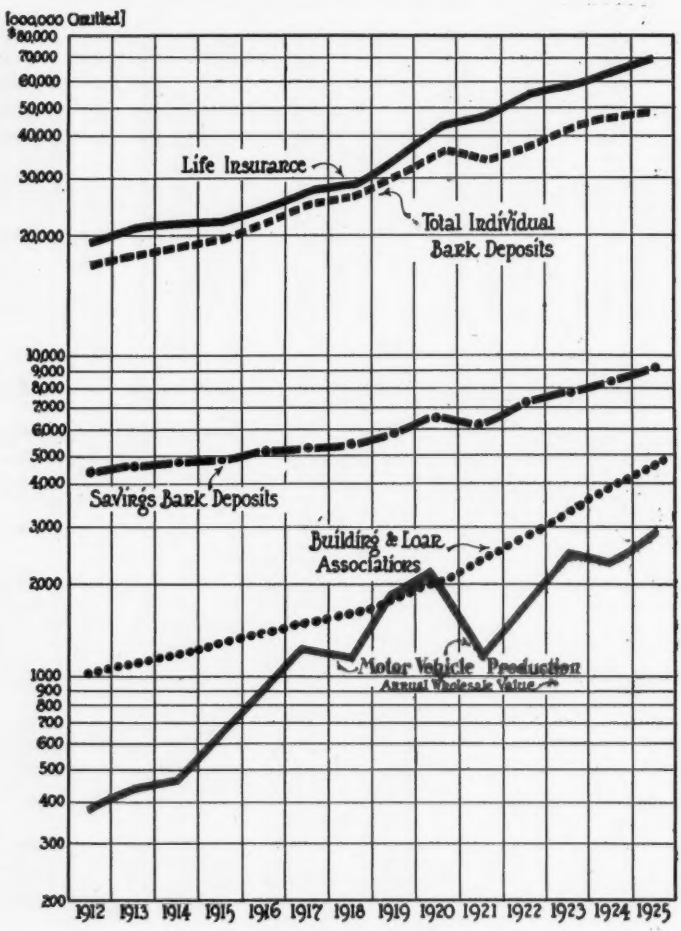
Personal Goods Industries Growing

(U. S. Census Bureau Figures)

That the increase in automobile use has been in line with purchases of other goods used by the individual is indicated by the chart and table herewith. 1923 figures (the latest census data available) show that furniture and men's wear have increased in volume of sales at a rapid rate, as well as motor products. Footwear has gained but not as rapidly as the other items.

Census Year	Number of Establishments	Wage Earners (Average Number)	Wages	Value of Products
MOTOR VEHICLES				
1923	351	241,356	$406,730,000	$3,163,328,000
1921	385	143,658	221,974,000	1,671,387,000
1919	315	210,559	312,166,000	2,387,903,000
1914	300	79,307	66,934,000	503,230,000
BOOTS AND SHOES, OTHER THAN RUBBER				
1923	1,606	225,216	$250,346,000	$1,000,078,000
1921	1,505	183,502	204,954,000	867,476,000
1919	1,449	211,049	210,735,000	1,155,041,000
1914	1,355	191,555	105,695,000	501,760,000
FURNITURE				
1923	3,043	168,089	$204,513,000	$776,495,000
1921	3,033	124,311	144,110,000	550,164,000
1919	3,273	140,188	143,112,000	579,650,000
1914	3,324	130,138	73,282,000	270,939,000
MEN'S CLOTHING				
1923	4,607	194,820	$235,487,000	$1,178,715,000
1921	4,539	165,206	201,882,000	934,776,000
1919	5,258	175,270	197,822,000	1,162,986,000
1914	4,830	173,747	86,828,000	458,211,000
SHIRTS				
1923	934	51,672	37,943,000	$241,331,000
1921	860	45,427	33,182,000	203,944,000
1919	896	39,603	25,834,000	205,327,000
1914	792	51,972	19,170,000	95,815,000

Investment in Savings and Motors Growing



Investment by the public in motor vehicles has been accompanied during the past ten years by a continual upward trend in various forms of savings. Assets of Building and Loan Associations have tripled, Life Insurance in force is more than two and a half times as great, Savings Bank deposits are nearly double, and Total Individual Bank Deposits are two and one-half times what they were in 1913.

Home-Building and Automobiles Increasing

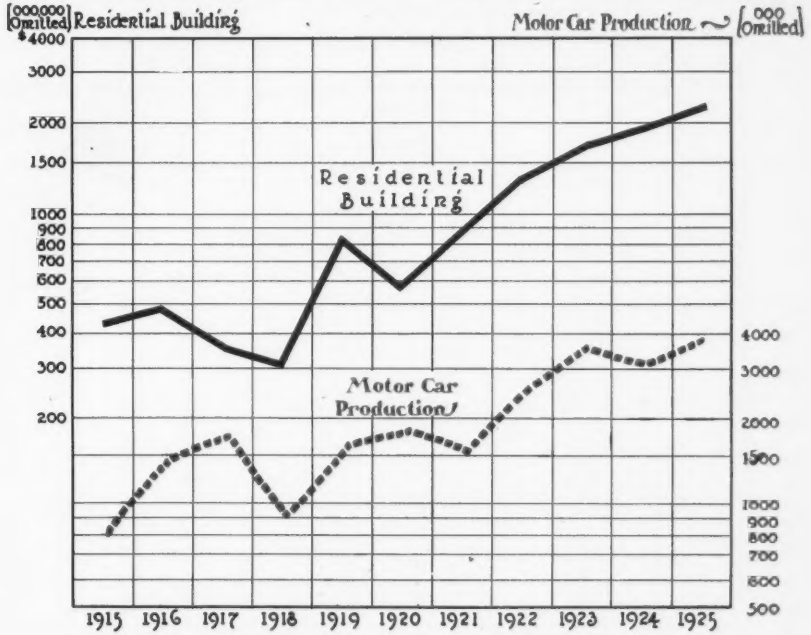


Chart indicates comparative gains in money expended for residential building since 1915, and the increase in motor car production during the same period. Building figures are for 27 northeast states on which figures are collected by the F. W. Dodge Co.

INVESTMENT IN MOTOR VEHICLES, BANKS, LIFE INSURANCE, BUILDING AND LOAN ASSOCIATIONS 1913-1925

(See Chart on opposite page)

Year	Total Individual Deposits in all Banks	Savings Banks Deposits†	Building and Loan Association Assets	Life Insurance in Force, Ordinary and Industrial	Wholesale Value of Motor Vehicle Production
1913...	$17,475,764,134	$4,726,472,768	$1,137,600,648	$20,520,598,372	$425,000,000
1914...	18,517,732,879	4,936,591,849	1,248,479,139	21,565,652,328	458,957,843
1915...	19,225,766,874	4,997,706,013	1,357,707,900	22,743,336,831	691,778,950
1916...	22,877,607,339	5,088,587,295	1,484,205,875	24,636,030,335	954,969,353
1917...	26,289,708,159	5,418,022,275	1,598,628,136	27,116,690,770	1,274,488,449
1918...	27,931,843,777	5,471,579,949	1,769,142,175	29,797,068,355	1,236,106,917
1919...	32,703,114,000	5,902,577,000	1,898,344,346	35,514,553,927	1,885,112,546
1920...	37,683,563,000	6,536,596,000	2,126,620,390	42,330,968,000	2,232,927,628
1921...	35,459,155,000	6,018,166,000	2,519,914,971	45,983,400,333	1,260,000,000
1922...	37,194,318,000	7,181,248,000	2,890,764,621	50,290,700,176	1,789,638,365
1923...	40,034,195,000	7,897,909,000	3,342,530,953	56,803,534,308	2,587,543,704
1924...	42,954,121,000	8,439,855,000	3,942,939,880	63,779,740,552	2,328,066,004
1925...	46,765,942,000	9,055,181,000	4,765,987,197	70,000,000,000	2,977,904,833

†Not including Postal Savings.

24,564,574 Motor Vehicles in the World

19% of Total Owned in Foreign Countries

(Figures from Bureau of Foreign and Domestic Commerce, U. S. Department of Commerce)

Country	Passenger Cars	Buses	Trucks	Population per Motor Vehicle
Abyssinia	25	.....	.....	40,000
Aden	600	.....	110	77
Afghanistan	50	.....	50	63,305
Alaska	763	12	363	.....
Algeria	17,700	600	2,500	278
Angola	1,250	.....	625	2,196
Arabia	600	60	39	7,153
Argentina	165,000	1,050	12,000	54
Australia	243,055	1,653	46,504	20
Austria	11,200	250	5,850	377
Azores	461	18	16	436
Bahamas	520	.....	200	74
Barbados	1,048	73	84	165
Belgian Congo	625	.....	400	8,292
Belgium	50,270	1,000	41,443	82
Bolivia	1,000	10	500	1,868
Brazil	50,000	150	13,500	481
Br. E. Africa	4,108	45	1,306	.....
Br. Guiana	897	46	65	295
Br. Honduras	103	2	29	338
Br. Malaya	16,500	2,000	2,200	49
Br. N. Borneo	50	.....	12	4,158
Br. Oceania	60	.....	15	.....
Br. Samoa	104	.....	83	198
Br. W. Africa	2,372	.....	4,404	.....
Br. Somaliland	36	.....	56	3,261
Br. S. W. Africa	565	.....	75	.....
Bulgaria	1,000	.....	450	3,420
Canada	644,725	2,000	72,993	12
Canary Islands	2,382	65	899	14
Ceylon	6,620	1,750	1,140	474
Chile	13,250	1,200	2,520	230
China	11,200	480	2,000	.....
Chosen	1,040	16	145	15,249
Colombia	4,212	90	1,220	1,198
Cook Islands	44	.....	25	.....
Costa Rica	500	50	50	831
Cuba	29,000	1,150	7,500	89
Cyprus	555	1	105	470
Czechoslovakia	12,300	500	4,500	787
Danzig	1,049	71	362	260
Denmark	45,500	820	14,000	56
Dominica	20	.....	3	.....
Dom. Republic	2,600	15	400	298
D. E. Indies	33,750	300	4,000	1,302
Dutch Guiana	110	.....	10	1,113
D. W. Indies	509	2	81	.....
Ecuador	845	20	300	1,288
Egypt	13,775	1,000	1,350	861
Eritrea	50	.....	20	5,795
Esthonia	273	.....	420	1,603
Faroe Islands	1	.....	10	1,941
Fiji Islands	315	.....	79	413
Finland	8,100	900	3,000	286
France	450,000	35,000	250,000	54
Fr. Guiana	60	.....	15	589
Fr. Indo China	2,900	.....	600	5,419
Fr. W. Africa	1,200	.....	700	6,465
Fr. E. Africa	60	.....	90	18,973
Germany	215,150	500	107,350	193
Gibraltar	380	51	60	36
Gilbert & Ell. Is.	.....	.....	2	.....
Greece	5,000	1,700	2,300	605
Grenada	223	18	32	.....
Guadeloupe	611	18	21	842
Guatemala	1,210	15	254	1,433
Haiti	1,300	50	100	1,410
Hawaii	22,000	25	5,000	.....
Honduras	330	2	86	1,601
Hongkong	1,102	114	229	471
Hungary	5,815	42	1,320	1,137
Iceland	154	.....	159	302
India	58,363	1,700	9,064	.....
Iraq	2,250	1	100	.....
Irish Free State	25,917	85	5,962	96
Italian Somaliland	35	.....	20	11,819
Italy	78,000	4,700	32,000	2,642
Jamaica	3,250	6	846	209
Japan	21,245	1,600	9,853	1,789
Latvia	750	140	300	1,605
Liberia	32	.....	22	27,778
Lithuania	454	21	70	3,690
Madagascar	650	.....	100	4,818
Madeira Islands	350	40	45	411
Malta	731	75	63	259
Martinique	1,030	16	177	200
Mauritius	1,500	.....	125	231
Mexico	31,579	400	5,845	38
Fr. Morocco	6,000	2,100	1,100	587
Netherlands	40,500	1,800	14,000	121
Newfoundland	936	8	91	255
New Zealand	81,698	1,386	13,264	13
Nicaragua	350	1	55	1,572
Norway	17,000	960	7,700	103
Nyassaland	358	.....	88	2,694
Palestine	1,453	177	42	452
Panama & C. Z.	3,783	180	212	106
Papua	81	...	41	2,061
Paraguay	520	48	162	1,361
Persia	2,500	4	510	3,318
Peru	5,000	280	2,500	594
Philippine Is.	13,266	1,760	3,212	.....
Poland	12,022	475	3,503	1,823
Portugal	10,785	175	2,494	493
Port. E. Africa	385	5	80	.....
Reunion	500	.....	50	315
Roumania	9,500	500	3,000	1,338
Russia	18,500	.....	.....	.....
St. Lucia	50	3	1	.....
St. Pierre	.....	.....	20	196
Salvador	1,000	20	60	1,436
Seychelles Is.	3	.....	.....	.....
Siam	3,100	100	500	13,410
Society Is.	280	6	50	35
Solomon Islands	.....	.....	2	8,500
Spain	65,000	5,000	6,000	286
Sudan	110	.....	33	17,304
Sweden	60,300	2,500	18,800	74
Switzerland	29,000	500	7,900	104
Syria	3,200	.....	425	823
Taiwan	93	145	46	12,871
Tongo	64	.....	50	207
Trinidad & Tobago	2,430	480	150	120
Tunis	3,085	140	445	571
Turkey	3,300	.....	1,100	.....
Union of S. Af.	64,450	450	4,450	1,529
United States	17,464,504	57,826	2,432,017	5.7
United Kingdom	660,734	18,000	224,287	49
Uruguay	20,000	200	3,400	.....
Venezuela	5,500	37	1,000	459
Jugoslavia	4,500	110	2,000	1,818
Grand Total World	**20 964,798**	**159,399**	**3,440,377**	

Automotive Exports Rank Third

(Figures from Bureau of Foreign and Domestic Commerce)

	(000 omitted)
Cotton, raw	$1,059,751
Mineral Oils, ref.	421,227
Automotive Products.	**355,434**
Iron and Steel	223,618
Leaf Tobacco	153,345
Animal Fats, Oils	150,389
Wheat, grain	148,717
Cotton, m'f'd	148,238
Copper, refined	140,221
Meats	118,261
Other exports	1,899,075
Total	**$4,818,276,000**

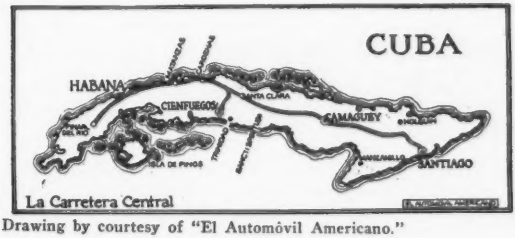
Motor Highways in Latin America

(Figures from U.S. Department of Commerce)

Length in kilometers—1 mile equals 1.6093 kilometers

Countries	Good	Passable all year	Passable in dry season	Under construction	Projected	Total
Mexico	835	7,660	2,588	346	7,649	11,083
Guatemala	....	....	*623	270	293	623
Honduras	....	†130	†185	110	552	315
Salvador	145	395	28	35	....	568
Nicaragua	213	....	142	202	....	355
Costa Rica	107	21	61	200	759	189
Panama	290	....	....	100	30	290
Cuba	33	343	2,096	236	730	2,472
Haiti	457	79	563	....	132	1,099
Dominican Republic	306	459	461	....	677	1,226
Colombia	524	559	306	9	2,484	1,389
Venezuela	1,184	704	2,176	240	80	4,064
Ecuador	....	440	120	356	1,065	560
Peru	542	4,131	....	....	....	4,673
Bolivia	421	402	2,751	80	162	3,574
Chile	476	3,812	565	298	400	4,853
Argentina	517	756	‡	486	1,233	1,273
Uruguay	436	946	72	....	14	1,454
Paraguay	4	....	93	495	....	97
Brazil	2,378	17,281	10,612	2,767	9,549	30,271
Total	**8,868**	**38,118**	**23,442**	**6,230**	**25,809**	**70,428**

*—461 kilometers are good in the dry season.
†—Good in the dry season.
‡—No data available, but number is large.



Drawing by courtesy of "El Automóvil Americano."

At left is map of the Central Highway of Cuba which will be 663 miles in length. Work on the project is now in progress.

Exports 1925

Total exports of motor vehicles including assemblies abroad		536,741
Increase in automobile exports over 1924		39%
Per cent exported		12%
Value of U. S. and Canadian exports combined		$399,914,268
Value of U. S. automotive exports (including engines and tires)		$354,123,926
Value of Canadian automotive exports		$45,790,342
Number of motor vehicles exported from U. S.		312,240
Cars	252,124	
Trucks	60,116	
Number of motor vehicles exported from Canada		74,151
Cars	58,005	
Trucks	16,146	
Rank among all U. S. exports		3rd
Assemblies abroad of American motor vehicles		150,350
Leading U. S. motor car foreign market		Australia
Leading U. S. motor truck foreign market		Australia
Imports of motor vehicles		672

Motor Vehicle Exports BY YEARS

UNITED STATES AND CANADA—Combined

(Figures from Bureau of Foreign and Domestic Commerce)

Calendar Year	PASSENGER CARS Number	PASSENGER CARS Value	TRUCKS Number	TRUCKS Value	PARTS Value
1919	86,742	$85,280,787	18,937	$37,098,693	$77,467,263
1920	160,578	178,832,100	34,078	49,834,837	91,474,040
1921	40,705	37,126,389	8,901	11,054,673	40,186,910
1922	102,184	72,109,390	14,007	9,365,427	40,224,130
1923	184,516	120,017,303	37,291	19,821,717	62,405,284
1924	203,002	140,360,585	41,256	24,737,571	79,971,028
1925	310,129	218,664,549	76,262	44,345,549	93,316,641

Exports of Cars, Trucks and Parts

FROM THE UNITED STATES

(Figures from Bureau of Foreign and Domestic Commerce)

Calendar Year	PASSENGER CARS Number	PASSENGER CARS Value	TRUCKS Number	TRUCKS Value	PARTS Value
1919	67,145	$73,700,527	15,585	$35,425,437	$42,562,186
1920	142,508	165,255,921	29,136	46,775,781	86,198,013
1921	30,950	32,533,725	7,480	10,335,893	39,058,729
1922	66,790	51,049,816	11,443	8,270,908	38,298,032
1923	127,035	90,692,272	24,861	15,318,058	58,974,907
1924	151,379	112,531,154	27,351	19,199,329	73,759,406
1925	252,124	190,869,665	60,116	39,095,547	86,943,913

Exports of Cars, Trucks and Parts

FROM CANADA

(Figures from Bureau of Foreign and Domestic Commerce)

Calendar Year	PASSENGER CARS Number	PASSENGER CARS Value	TRUCKS Number	TRUCKS Value	PARTS Value
1919	19,597	$11,580,260	3,352	$1,673,256	$3,490,577
1920	18,070	13,576,179	4,942	3,059,056	5,276,027
1921	9,755	4,592,664	1,421	718,780	1,128,181
1922	35,394	21,059,574	2,564	1,094,519	1,026,098
1923	57,481	29,325,031	12,439	4,503,659	3,530,377
1924	43,883	22,080,232	12,772	4,429,161	4,992,059
1925	58,005	27,794,884	16,146	5,250,002	6,372,728

Motor Vehicle Imports 1918-1925

Year Ended December 31	Passenger Cars and Motor Trucks No.	Passenger Cars and Motor Trucks Value	Year Ended December 31	Passenger Cars and Motor Trucks No.	Passenger Cars and Motor Trucks Value
1918	73	$39,733	1922	483	$802,285
1919	117	123,025	1923	853	884,125
1920	926	1,026,518	1924	604	841,524
1921	522	876,163	1925	672	1,064,975

Motor Vehicle Exported from U. S. Ports, 1925

(Figures for Calendar Year, from Bureau of Foreign and Domestic Commerce, U. S. Department of Commerce)

PASSENGER CARS

Countries	Valued up to $500 inclusive Number	Valued over $500 to $800 Number	Valued over $800 to $1200 Number	Valued over $1200 to $2000 Number	Valued over $2000 Number	Total Number	Total Value
Austria	.....	17	23	19	12	71	$100,292
Azores & Mad	101	26	17	13	1	158	97,684
Belgium	2,270	797	1,399	594	133	5,193	4,318,336
Bulgaria	5	.....	7	2	.....	14	12,554
Czechoslovakia	2	19	73	37	.....	131	151,116
Denmark	6,565	639	691	136	15	8,046	4,143,193
Esthonia	.....	.....	3	3	.....	6	7,882
Finland	85	268	318	86	15	772	732,529
France	3	61	629	239	110	1,042	1,377,553
Germany	58	934	1,330	913	388	3,623	4,599,283
Gibraltar	2	1	1	.....	.....	4	2,829
Greece	168	257	199	73	28	725	661,254
Hungary	5	22	26	17	3	73	80,040
Iceland and Faroe Is	.....	.....	3	7	.....	10	12,571
Irish Free State	10	139	63	6	.....	218	183,261
Italy	7,974	100	21	18	28	8,141	2,590,989
Latvia	7	7	28	15	2	59	65,168
Lithuania	.....	2	1	.....	.....	3	2,250
Malta, Gozo & Cyprus Islands	114	17	16	2	.....	149	70,546
Nertherlands	54	505	1,036	641	194	2,430	3,061,154
Norway	169	151	222	68	7	617	522,204
Poland and Danzig	5	51	94	54	10	214	240,871
Portugal	351	144	330	116	23	964	864,063
Rumania	29	92	213	62	18	414	448,214
Russia in Europe	146	42	10	10	40	248	231,673
Spain	1,526	1,518	2,066	1,052	222	6,384	6,309,345
Sweden	241	1,126	1,580	353	78	3,378	3,317,992
Switzerland	17	223	590	285	166	1,281	1,665,935
Turkey in Europe	20	2	40	59	3	124	149,157
United Kingdom	2,141	8,600	3,177	3,160	492	17,570	16,218,998
Yugoslovia and Albania	16	22	52	21	12	123	144,907
Canada	2,240	4,493	4,569	1,965	661	13,928	12,667,343
Br. Honduras	12	5	.....	1	.....	18	9,115
Costa Rica	18	59	129	6	3	215	191,845
Guatemala	34	28	150	97	10	319	368,019
Honduras	38	18	14	7	1	78	54,674
Nicaragua	11	29	31	17	.....	88	83,938
Panama	175	171	156	96	22	620	551,045
Salvador	13	124	186	90	27	440	511,578
Mexico	7,198	1,749	2,643	690	280	12,560	8,050,285
Laborador and Newfoundland	62	55	44	12	.....	173	134,782
Bermuda	.....	6	.....	.....	.....	6	4,704
Barbados	22	16	24	8	.....	70	57,878
Jamaica	237	224	132	27	3	623	434,420
Miquelon and St. Pierre Is	.....	3	.....	.....	.....	3	2,352
Trinidad and Tobago	131	50	32	15	1	229	139,050
Other Br. W. Ind	183	40	34	15	3	275	158,568
Cuba	5,543	980	841	363	308	8,035	4,789,895
Dom. Republic	864	62	113	48	26	1,113	682,708
Dutch W. Indies	20	51	48	11	1	131	112,466
French W. Indies	25	.....	3	.....	.....	28	11,722
Haiti	93	72	97	25	3	290	237,044
Virgin Is. of U. S	20	5	1	2	.....	28	15,355
Argentina	18,824	5,615	5,363	1,234	453	31,489	20,489,082
Bolivia	1	59	51	23	18	152	187,442
Brazil	8,047	1,774	3,252	632	269	13,974	9,204,431
Chile	849	313	278	146	49	1,635	1,104,409

(Continued on following page)

Exports from U. S. Ports, 1925—Passenger Cars—(*Continued*)

Countries	Valued up to $500 inclusive Number	Valued over $500 to $800 Number	Valued over $800 to $1200 Number	Valued over $1200 to $2000 Number	Valued over $2000 Number	Total Number	Total Value
Colombia	508	309	293	265	38	1,413	$1,242,419
Ecuador	45	30	29	24	3	131	110,831
Br. Guiana	9	9	18	1	2	39	35,348
Dutch Guiana	4	1	.....	1	.....	6	3,834
Paraguay	22	.....	1	.....	.....	23	8,957
Peru	540	156	355	98	46	1,195	977,189
Uruguay	3,322	449	593	211	64	4,639	2,430,491
Venezuela	1,049	267	763	203	64	2,346	1,880,640
Aden	26	2	1	.....	.....	29	14,977
Br. India	407	1,191	964	92	8	2,662	2,277,735
Ceylon	43	156	171	25	2	397	356,648
Straits Settlements	251	662	464	61	4	1,442	1,176,379
China	407	423	483	85	29	1,347	1,096,850
Chosen	7	5	2	2	.....	16	11,613
Java and Madura	46	833	482	107	31	1,499	1,399,919
Other Dutch E. Indies	12	161	90	31	6	300	278,026
Fr. Indo China	11	26	4	.....	.....	41	29,344
Hejaz, Arabia, etc	443	.....	7	.....	.....	450	157,175
Hongkong	77	26	21	22	4	150	136,597
Japan	182	252	447	127	87	1,095	1,120,918
Kwangtung (Leased territory)	185	49	16	5	.....	255	130,568
Palestine and Syria	883	282	212	84	6	1,467	875,309
Persia	174	8	.....	.....	.....	182	64,176
Philippine Is	1,713	561	633	191	75	3,173	2,238,069
Russia in Asia	5	.....	.....	.....	.....	5	2,663
Siam	18	29	6	.....	.....	53	37,208
Turkey in Asia	11	29	1	.....	.....	41	27,388
Australia	17,381	17,231	11,256	1,976	507	48,351	34,336,224
Br. Oceania	8	26	23	2	.....	59	47,960
Fr. Oceania	11	6	11	3	.....	31	23,476
New Zealand	2,458	1,243	3,203	735	61	7,700	6,765,531
Other Oceania	3	4	3	1	.....	11	8,744
Belgian Kongo	72	7	5	.....	.....	84	36,841
Br. W. Africa	20	36	55	5	1	117	163,348
Br. So. Africa	1,621	3,748	6,088	512	21	11,990	10,805,182
Br. E. Africa	287	109	365	30	2	793	668,176
Canary Is	24	53	77	31	5	190	193,876
Egypt	284	100	169	17	9	579	395,719
Algeria and Tunis	37	6	14	10	.....	67	46,074
Other Fr. Africa	227	33	12	2	.....	274	110,722
Liberia	3	4	2	4	.....	13	11,401
Morocco	518	23	19	9	1	570	239,140
Portuguese E. Africa	44	57	100	.....	.....	201	174,945
Other Portuguese Africa	47	57	12	.....	.....	116	76,559
Spanish Africa	41	12	3	2	.....	58	33,450
Other Asia	.....	.....	.....	.....	1	1	3,902
Total Cars	**100,230**	**60,448**	**59,842**	**18,565**	**5,215**	**244,300**	**$184,900,534**

Motor Trucks and Buses Exported from U. S. Ports

Countries	Up to 1 ton Valued up to $800 Number	Up to 1 ton inc. valued over $800 Number	Over 1 to 2½ tons inc. Number	Over 2½ tons Number	Total Number	Total Value
Azores, etc. Islands	31	4	2	.....	37	$20,074
Belgium	2,258	4	6	1	2,269	889,005
Bulgaria	7	.....	2	.....	9	5,149
Czechoslovakia	.....	.....	1	.....	1	1,405
Denmark	3,140	35	61	10	3,246	1,382,927
Finland	14	15	44	.....	73	79,361
France	1	1	1	.....	3	2,948
Germany	310	59	179	1	549	418,561
Greece	21	9	37	1	68	77,485
Hungary	.....	.....	1	.....	1	2,453
Iceland & Faroe Is	.....	.....	1	.....	1	1,110
Irish Free State	20	1	8	.....	29	22,235
Italy	7,217	1	201	.....	7,419	1,870,517
Latvia	3	2	3	.....	8	6,187
Malta, etc. Is	1	.....	.....	.....	1	395
Netherlands	4	13	131	20	168	271,492
Norway	7	33	61	8	109	136,290

(*Continued on following page*)

Exports from U. S. Ports, 1925—Trucks and Buses—(*Continued*)

Countries	Up to 1 ton Valued up to $800 Number	Up to 1 ton Inc. valued over $800 Number	Over 1 to 2½ tons inc. Number	Over 2½ tons Number	Total Number	Total Value
Poland & Danzig	3	1	15	2	21	$28,086
Portugal	39	3	12	.....	54	29,924
Rumania	12	.....	1	.....	13	8,120
Russia in Europe	456	1	1	22	480	300,988
Spain	1,202	14	156	2	1,374	644,032
Sweden	18	113	138	2	271	278,378
Switzerland	4	.....	1	.....	5	3,018
United Kingdom	3,475	163	661	23	4,322	2,519,063
Yugoslavia, etc	1	.....	.....	.....	1	475
Canada	226	184	1,231	161	1,802	2,568,817
Br. Honduras	6	.....	.....	27	33	125,858
Costa Rica	25	2	21	1	49	45,735
Guatemala	37	2	108	1	148	180,264
Honduras	26	.....	6	3	35	33,423
Nicaragua	3	.....	5	4	12	29,880
Panama	123	17	42	.....	182	140,205
Salvador	11	1	26	35	73	164,033
Greenland	.....	.....	.....	16	16	69,302
Mexico	2,970	127	394	78	3,569	1,971,875
Miquelon, etc. Is	1	.....	.....	.....	1	550
Newfoundland & Lab	7	.....	5	.....	12	7,814
Bermuda	1	.....	.....	.....	1	555
Barbados	1	.....	6	2	9	16,282
Trinidad & Tobago	9	6	16	.....	31	29,371
Jamaica	164	2	39	3	208	121,493
Other Br. W. Indies	73	3	10	1	87	49,179
Cuba	1,652	130	223	143	2,148	1,271,216
Dom. Republic	122	5	21	36	184	191,578
Dutch W. Indies	45	1	4	.....	50	18,824
Fr. W. Indies	22	.....	.....	.....	22	8,129
Haiti	77	3	49	16	145	121,410
Virgin Is. of U. S	7	.....	.....	.....	7	2,692
Argentina	1,248	77	414	142	1,881	1,750,767
Bolivia	33	4	36	4	77	87,369
Brazil	4,515	36	111	30	4,692	1,909,700
Chile	971	132	349	137	1,589	1,378,360
Colombia	410	73	317	29	829	675,764
Ecuador	82	2	14	1	99	56,891
Br. Guiana	2	.....	6	.....	8	7,093
Fr. Guiana	2	.....	.....	.....	2	1,027
Paraguay	83	.....	.....	.....	83	29,032
Peru	726	71	612	49	1,458	1,244,692
Uruguay	1,260	16	56	30	1,362	500,306
Venezuela	564	45	212	24	845	699,544
Aden	4	.....	1	.....	5	3,970
Br. India	550	214	325	23	1,112	893,914
Ceylon	82	133	226	36	477	546,788
Strait Settlements	24	10	31	23	88	123,165
China	278	100	174	8	560	406,036
Java & Madura	21	2	60	4	87	90,244
Other Dutch E. Ind	6	4	48	.....	58	57,978
Fr. Indo China	30	.....	.....	.....	30	10,853
Hejaz, Arabia, etc	2	.....	1	.....	3	3,428
Hongkong	87	.....	7	2	96	59,096
Japan	37	2	17	11	67	93,427
Kwangtung (Leased territory)	95	.....	10	.....	105	41,484
Palestine & Syria	34	6	10	.....	50	44,056
Persia	.....	1	.....	10	11	28,696
Philippine Is	877	53	165	22	1,117	653,460
Siam	.....	.....	2	.....	2	2,090
Turkey in Asia	.....	.....	.....	3	3	10,800
Australia	5,158	628	1,391	372	7,549	5,953,541
Br. Oceania	10	.....	4	.....	14	10,802
Fr. Oceania	4	1	.....	1	6	6,013
New Zealand	442	165	683	95	1,385	1,497,692
Other Oceania	2	.....	1	.....	3	1,845
Belgian Kongo	377	.....	1	.....	378	131,591
Br. W. Africa	161	208	775	.....	1,144	1,177,494
Br. S. Africa	143	114	250	18	525	568,465
Br. E. Africa	377	9	44	2	432	272,339
Canary Islands	25	.....	7	1	33	22,232
Egypt	22	.....	10	2	34	37,958
Algeria & Tunis	7	.....	.....	.....	7	2,828
Other Fr. Africa	565	4	60	.....	629	283,166

(*Continued on following page*)

Exports from U. S. Ports, 1925—Trucks and Buses—(*Continued*)

Countries	Up to 1 ton Valued up to $800 Number	Up to 1 ton inc. valued over $800 Number	Over 1 to 2½ tons inc. Number	Over 2½ tons Number	Total Number	Total Value
Italian Africa	.....	.....	8	.....	8	7,873
Liberia	9	.....	6	.....	15	6,809
Morocco	146	.....	10	1	157	72,995
Portuguese E. Africa	43	.....	17	.....	60	26,648
Other Portuguese Africa	33	.....	22	.....	55	31,007
Spanish Africa	30	.....	.....	.....	30	13,756
Total Trucks & Buses	**43,429**	**3,065**	**10,423**	**1,699**	**58,615**	**$37,703,250**

Shipments from United States to Non-Contiguous Territories, Calendar Year 1925

(*Figures from Bureau of Foreign and Domestic Commerce*)

	ALASKA		HAWAII		PORTO RICO	
	No.	Value	No.	Value	No.	Value
Motor trucks and buses	100	84,119	600	668,441	801	639,737
Passenger cars	256	239,149	4,649	3,527,208	2,919	2,202,774
Auto unit assemblies	.....	2,018	.....	2,479	.....	.....
Parts and accessories	.....	78,841	.....	705,673	.....	411,516

Leading Customers for United States and Canadian Exports

UNITED STATES

Passenger Cars

Country	Number	Value
Australia	48,351	$34,366,224
Argentina	31,489	20,489,082
United Kingdom	17,570	16,218,988
Brazil	13,974	9,204,431
Canada	13,928	12,667,343
Mexico	12,560	8,050,285
British S. Africa	11,990	10,805,182
Italy	8,141	2,590,989

Trucks and Buses

Australia	7,549	$5,953,541
Italy	7,419	1,870,517
Brazil	4,692	1,909,700
United Kingdom	4,322	2,519,063
Mexico	3,569	1,971,875
Denmark	3,246	1,382,927
Belgium	2,269	889,005
Cuba	2,148	1,271,216

Parts and Accessories

Canada	$28,583,425
United Kingdom	7,599,774
Argentina	6,299,781
Brazil	5,333,639
France	4,796,939
Denmark	4,338,083
Australia	3,748,223
Belgium	2,889,388
Japan	1,870,119
Mexico	1,637,349

CANADA

Passenger Cars

Country	Number	Value
Australia	8,644	$2,609,490
New Zealand	8,392	4,282,689
British India	6,807	2,763,691
Dutch East Indies	5,335	1,950,483
British S. Africa	5,168	2,076,369
Straits Settlem'ts.	4,761	1,810,045
Argentina	3,499	1,975,970
United Kingdom	3,060	2,981,408

Trucks and Buses

Australia	4,875	$1,665,282
British India	2,032	705,336
United Kingdom	2,008	353,025
New Zealand	1,749	615,422
Dutch East Indies	1,226	416,754
Straits Settlm'ts.	1,004	333,530
British E. Africa	760	275,176
British S. Africa	581	195,796

Parts and Accessories

Argentina	$1,158,947
Brazil	829,148
Australia	681,770
New Zealand	533,681
United States	425,847
Belgium	413,196
British S. Africa	402,573
British India	386,154
United Kingdom	321,037
Straits Settlements	251,456

Federal Highway Status

179,770 Miles Authorized 47,176 Miles Completed

(Figures as of Dec. 31, 1925, from United States Department of Agriculture, Bureau of Public Roads)

States	Certified Total Mileage	Limiting 7 Per Cent Mileage	Mileage on 7 Per Cent System Approved Jan. 1, 1926	Per Cent Limiting Mileage Jan. 1, 1926	Projects Completed Mileage	Projects under and approved for, Construction Mileage
Alabama	56,551	3,959	3,872.00	98	1010.1	459.2
Arizona	21,400	1,498	1,498.00	100	694.2	119.4
Arkansas	71,960	5,037	5,007.03	99	1178.9	476.2
California	70,000	4,900	4,562.60	93	942.2	381.3
Colorado	48,000	3,360	3,332.00	99	688.9	261.6
Connecticut	12,000	840	835.43	99	115.0	32.8
Delaware*	3,800	266	345.08	130	119.4	33.2
Florida	27,548	1,928	1,901.00	99	96.3	309.4
Georgia	80,892	5,663	5,558.40	98	1635.3	785.5
Idaho	40,200	2,814	2,768.60	98	624.7	223.0
Illinois	96,771	6,774	5,002.22	74	1,268.3	284.9
Indiana	70,946	4,966	4,679.00	94	463.3	509.5
Iowa	109,113	7,638	7,231.00	95	2,033.4	611.0
Kansas	124,143	8,690	7,873.00	91	1,037.5	657.3
Kentucky	53,000	3,710	3,639.95	98	653.3	318.9
Louisiana	40,000	2,800	2,800.00	100	992.6	146.8
Maine	23,104	1,617	1,393.46	86	291.2	74.6
Maryland*	14,810	1,037	1,421.69	137	310.1	125.3
Massachusetts	20,525	1,437	1,308.00	91	321.0	85.7
Michigan	75,000	5,250	4,817.00	92	864.4	312.7
Minnesota	103,050	7,214	6 849.60	95	3,118.2	537.0
Mississippi	53,000	3,710	3,629.00	90	933.4	495.8
Missouri	111,510	7,806	7,530.00	96	1,292.3	745.7
Montana	67,100	4,697	4,366.00	93	983.8	303.1
Nebraska	80,272	5,619	5,489.00	98	1,690.9	1,120.3
Nevada	22,000	1,540	1,398.00	91	452.9	398.0
New Hampshire	14,112	988	977.39	99	228.3	27.4
New Jersey	17,120	1,198	1,198.30	100	248.5	62.1
New Mexico	47,607	3,333	3,298.00	99	1,383.0	149.6
New York	81,873	5,731	5,018 00	88	1,000.3	777.0
North Carolina	60,000	4,200	3,790.30	90	1,186.9	237.5
North Dakota	106,202	7,434	6,162.00	83	2,074.8	647.0
Ohio	84,497	5,915	5,912.50	99	1,276.4	398.6
Oklahoma	112,698	7,889	5,545.00	70	939.4	338.2
Oregon	41,826	2,928	2,814.00	96	869.9	153.0
Pennsylvania	90,000	6,300	3,693.36	59	931.2	687.3
Rhode Island*	2,368	166	242.43	146	70.8	44.4
South Carolina	52,318	3,662	3,230.00	88	1,294.5	421.3
South Dakota	115,390	8,077	5,666.00	70	1,694.6	895.6
Tennessee	65,204	4,564	3,180.20	70	604.0	357.9
Texas	182,816	12,797	11,129.00	87	4,369.9	1,471.1
Utah	24,057	1,684	1,588.00	94	429.0	272.4
Vermont	14,900	1,043	1,043.00	100	111.3	46.3
Virginia	53,338	3,733	3,075.50	82	888.9	241.0
Washington	42,428	2,969	2,907.70	98	647.2	44.3
West Virginia	31,629	2,214	1,927.95	87	339.5	214.3
Wisconsin	78,800	5,516	5,493.36	99	1,497.4	296.1
Wyoming	46,320	3,242	3,071.70	95	1,079.2	214.4
Totals	**2,862,198†**	**200,353**	**179,770.75**	**89†**	**47,176.6**	**17,805.0**

*Extensions to the 7% system have been approved in these States.
†Does not include all mileage in U. S. which equals 3,002,916.

Total Motor Vehicle Registrations by States—1920-1925

(Figures as of December 31st from U. S. Bureau of Public Roads)

STATE	1920	1921	1922	1923	1924	1925
Alabama	74,637	82,366	90,052	126,642	157,262	194,580
Arizona	34,601	35,611	38,034	49,175	57,828	68,029
Arkansas	59,082	67,408	84,596	113,300	141,983	183,589
California	583,623	680,614	861,807	1,100,283	1,319,394	1,440,541
Colorado	129,255	145,739	162,328	188,956	213,247	240,097
Connecticut	119,134	134,141	152,977	181,748	217,236	250,669
Delaware	18,300	21,413	24,560	29,977	35,136	40,140
District of Columbia	34,161	40,625	52,792	74,811	88,762	103,092
Florida	73,914	97,957	116,170	151,990	195,128	286,388
Georgia	146,000	131,976	143,423	173,889	207,688	248,093
Idaho	50,861	51,294	53,874	62,379	69,227	81,506
Illinois	568,924	663,348	781,974	969,331	1,119,236	1,263,177
Indiana	333,067	400,342	469,939	583,342	651,705	725,410
Iowa	437,378	461,084	500,158	571,061	616,128	659,202
Kansas	294,159	289,539	327,194	375,594	410,891	457,033
Kentucky	112,683	126,802	154,021	198,377	229,804	261,647
Louisiana	73,000	77,885	102,284	136,622	178,000	207,000
Maine	62,907	77,527	92,539	108,609	127,598	140,499
Maryland[1]	102,841	136,249	165,624	169,351	198,465	234,247
Massachusetts	274,498	360,732	385,231	481,150	570,578	646,153
Michigan	412,717	476,452	578,210	730,658	867,545	989,010
Minnesota	324,166	323,475	380,557	448,187	503,437	569,694
Mississippi	68,486	65,039	77,571	104,286	134,680	177,262
Missouri	297,008	346,437	392,523	476,598	540,500	604,166
Montana	60,650	58,785	62,650	73,828	79,695	94,656
Nebraska	219,000	238,704	256,654	286,053	308,715	338,719
Nevada	10,464	10,821	12,116	15,699	18,118	21,169
New Hampshire	34,680	42,039	48,406[1]	59,604	71,149	81,498
New Jersey	227,737	272,994	342,286	430,958	504,470	580,554
New Mexico	22,100	22,559	25,473	32,032	41,680	49,111
New York	676,205	812,031	1,002,293	1,204,213	1,412,879	1,625,583
North Carolina	140,860	148,627	182,550	246,812	302,232	340,287
North Dakota	90,840	92,644	99,052	109,266	117,346	144,972
Ohio	621,390	720,634	858,716	1,069,100	1,241,600	1,346,400
Oklahoma	212,880	221,300	249,659	307,000	369,903	424,345
Oregon	103,790	118,198	134,125	165,962	192,615	216,553
Pennsylvania	570,164	689,589	829,737	1,043,770	1,228,845	1,330,433
Rhode Island	50,477	54,608	66,083	76,312	95,482	101,756
South Carolina	93,843	89,836	95,239	127,467	161,753	168,496
South Dakota	120,395	119,274	125,241	131,700	142,396	168,028
Tennessee	101,852	117,025	135,716	173,365	204,680	244,626
Texas	427,693	467,616	526,238	688,233	801,833	975,083
Utah	42,616	47,485	49,164	59,525	68,316	90,500
Vermont	31,625	37,265	43,881	52,776	61,179	69,576
Virginia	115,470	139,200	168,000	218,896	261,945	282,650
Washington	173,920	185,359	210,716	258,264	295,443	328,442
West Virginia	80,664	93,940	112,763	157,924	191,085	217,589
Wisconsin	293,298	341,841	382,542	457,271	525,221	594,386
Wyoming	23,926	26,866	30,637	39,831	43,639	47,711
Totals	**9,231,941**	**10,463,295**	**12,238,375**	**15,092,177**	**17,593,677**	**19,954,347**

[1]Maryland registrations prior to 1923 include non-resident registrations.

Passenger Car
Registrations by States—1920-1925

(Figures as of December 31st)

STATE	1920	1921	1922	1923	1924	1925
Alabama	61,941	73,256	80,183	112,797	138,574	171,387
Arizona	29,868	31,631	33,774*	42,610	50,233	59,798
Arkansas	52,412*	60,148*	76,696	102,000	125,368	159,511
California	548,723*	645,522	822,394	1,056,756	1,125,381	1,225,796
Colorado	121,506	136,336	151,499	175,669	197,361	221,513
Connecticut	95,123	110,029	127,055	152,608	183,451	213,486
Delaware	16,270*	19,113*	21,810*	24,709	29,075	32,550
District of Columbia	29,131	35,448	46,069	67,624	78,846	89,790
Florida	63,466	83,111	96,942	128,460	160,936	237,435
Georgia	134,000	117,762	126,498	151,420	181,413	217,578
Idaho	46,541*	46,935	49,393	57,200	61,600	73,896
Illinois	504,250	583,441	682,250	847,005	978,428	1,101,943
Indiana	300,226	357,025	413,410	510,114	566,736	630,554
Iowa	407,578	430,118	468,736	534,796	575,210	613,412
Kansas	272,389*	267,891	303,725	349,038	370,951	409,968
Kentucky	99,437	111,777	136,627	177,834	206,529	235,020
Louisiana	66,000	67,311	87,003	116,003	150,900	176,000
Maine	55,395	67,591	78,697	92,995	108,177	116,229
Maryland	87,625	124,652	153,748	157,742	187,215	222,173
Massachusetts	223,112	305,471	325,307	407,645	486,952	554,813
Michigan	366,946	426,687	518,127	658,658	784,070	885,524
Minnesota	300,166*	299,100	341,322	399,404	465,614	524,879
Mississippi	63,721	60,489*	71,000	93,846	122,117	159,134
Missouri	267,300*	311,787*	352,929	430,340	489,356	543,426
Montana	59,450	56,434*	55,682	65,449	69,824	82,135
Nebraska	200,000	219,781	233,658	259,382	277,449	301,716
Nevada	9,639*	10,000	10,759*	13,699	16,236	18,069
New Hampshire	30,240	36,994	42,270	52,608	63,662	72,472
New Jersey	204,125	248,477	267,777	341,853	404,929	469,156
New Mexico	20,664	21,155	23,820*	29,032	39,890	47,470
New York	527,332	663,478	816,435	1,000,367	1,176,867	1,346,665
North Carolina	127,405	134,884	163,600	225,488	274,752	311,384
North Dakota	88,475*	90,221	96,080	105,979	112,664	133,791
Ohio	538,090	622,044	740,884	927,200	1,076,800	1,179,400
Oklahoma	204,300	197,465*	221,697*	288,424	342,856	393,047
Oregon	91,336*	103,838	118,627	152,975	177,558	199,517
Pennsylvania	521,835	632,541	763,916	969,361	1,050,465	1,149,074
Rhode Island	40,914	44,915	53,307	62,382	78,235	84,337
South Carolina	86,711*	82,993	88,018	115,892	146,639	153,343
South Dakota	112,589	110,997	116,144	121,164	131,190	154,141
Tennessee	90,214	102,795	119,319	154,181	183,891	221,712
Texas	379,364*	417,231*	467,299*	628,233*	738,958	886,362
Utah	37,060	40,562	41,942	51,625	59,453	79,170
Vermont	28,709	33,778	41,241	49,420	57,072	64,566
Virginia	101,800	122,000	145,000	187,977	220,302	246,950
Washington	144,131	157,620	178,775	221,164	253,888	281,452
West Virginia	69,862	77,397	107,653	150,468	168,563	190,257
Wisconsin	277,093	320,577	356,143	422,718	475,182	528,090
Wyoming	21,387	23,966	27,410	35,294	38,831	42,547
Totals	8,225,859	9,346,195	10,864,128	13,479,608	15,460,649	17,512,638

*Estimated.

Motor Truck
Registrations by States—1920-1925

(Figures as of December 31st)

STATES	1920	1921	1922	1923	1924	1925
Alabama	12,696	9,110	9,869	13,845	18,688	23,193
Arizona	4,733	3,980	4,260*	6,565	7,595	8,231
Arkansas	6,670*	7,260*	7,900	11,300	16,615	24,078
California	34,900*	35,092	39,413	43,527	194,013†	214,745
Colorado	7,749	9,403	10,829	13,287	15,886	18,584
Connecticut	24,011	24,112	25,922	29,140	33,785	37,183
Delaware	2,030*	2,300*	2,750*	5,268	6,061	7,590
District of Columbia	5,030	5,177	6,723	7,187	9,916	13,302
Florida	10,448	14,846	19,228	23,530	34,192	48,953
Georgia	12,000	14,214*	16,925	22,469	26,275	30,515
Idaho	4,320*	4,359	4,481	5,179	7,627	7,610
Illinois	64,674	79,907	99,724	122,326	140,808	161,234
Indiana	32,841	43,317	56,529	73,228	84,969	94,856
Iowa	29,800	30,966	31,422	36,265	40,918	45,790
Kansas	21,770*	21,648	23,469	26,556	39,940	47,065
Kentucky	13,246	15,025	17,394	20,543	23,275	26,627
Louisiana	7,000	10,574	15,281	20,619	27,100	31,000
Maine	7,512	9,936	13,842	15,614	19,421	24,270
Maryland	15,216	11,597	11,876	11,609	11,250	12,074
Massachusetts	51,386	55,261	59,924	73,505	83,626	91,340
Michigan	45,771	49,765	60,083	72,000	83,475	103,486
Minnesota	24,000*	24,375	39,235	48,783	37,823	44,815
Mississippi	4,765	4,550*	6,571	10,440	12,563	18,128
Missouri	29,700*	34,650*	39,594	46,258	51,144	60,740
Montana	1,200	2,351*	6,968	8,379	9,871	12,521
Nebraska	19,000	18,923	22,996	26,671	31,266	37,003
Nevada	825*	821	1,357*	2,000	1,882	3,100
New Hampshire	4,440	5,045	6,136	6,996	7,487	9,026
New Jersey	23,612	24,517	74,509	89,105	99,541	111,398
New Mexico	1,436*	1,404	1,653*	3,000	1,790	1,641
New York	148,873	148,553	185,858	203,846	236,012	278,918
North Carolina	13,455	13,743	18,950	21,324	27,480	28,903
North Dakota	2,365*	2,423	2,972	3,287	4,682	11,181
Ohio	83,300	98,590	117,832	141,900	164,800	167,000
Oklahoma	8,580	23,834*	27,962*	18,576	27,047	31,298
Oregon	12,454*	14,360	15,498	12,987	15,057	17,036
Pennsylvania	48,329	57,048	65,821	74,409	178,380†	181,359
Rhode Island	9,563	9,693	12,776	13,930	17,247	17,419
South Carolina	7,132*	6,843	7,221	11,575	15,114	15,153
South Dakota	7,806	8,277	9,097	10,536	11,206	13,887
Tennessee	11,638	14,230	16,397	19,184	20,789	22,914
Texas	48,329*	50,385*	58,939*	60,000*	62,875	88,721
Utah	5,556	6,923	7,222	7,900	8,863	11,330
Vermont	2,916	3,487	2,640	3,356	4,107	5,010
Virginia	13,670	17,200	23,000	30,919	41,643	35,700
Washington	29,789	27,739	31,941	37,100*	41,555	46,990
West Virginia	10,802	16,543	5,110	7,456	22,351	27,332
Wisconsin	16,205	21,264	26,399	34,556	50,039	66,296
Wyoming	2,539	2,900	3,227	4,537	4,808	5,164
Totals	1,006,082	1,118,520	1,375,725	1,612,569	2,133,028†	2,441,709

*Estimated. †Big increase due largely to reclassification of trucks which previously had been classed as passenger cars.

*State Motor Vehicle License

MOTOR VEHICLE FEES, LICENSES, PERMITS, FINES, ETC.; GROSS

(Figures from United States Department of

States and District of Columbia[1]	Total Gross Receipts[4]	Registration Receipts[5] Motor Vehicles Total Motor Vehicles	Passenger Cars and Busses	Trucks and Road Tractors	Miscellaneous Receipts Dealers' Licenses	Chauffeur and Operator Permits
Alabama	$2,511,129	[6]$2,494,820	.....	.....	$2,599	$10,410
Arizona	405,592	385,032	.....	.....	3,649	1,695
Arkansas	3,150,000	[10]	.....	.....	.....	.....
California*	7,816,298	6,754,002	$4,081,130	$2,672,872	42,251	258,684
Colorado*	1,430,299	1,336,392	1,127,149	209,243	.....	.....
Connecticut*	5,644,247	4,303,483	3,178,878	1,124,605	.....	.....
Delaware*	680,700	517,004	378,265	138,739	7,990	133,720
Florida*	3,645,628	3,449,052	2,536,383	912,669	24,435	9,019
Georgia*	3,010,415	2,952,609	2,473,485	479,124	42,700	5,594
Idaho*	1,192,587	1,155,174	967,860	187,314	19,515	896
Illinois*	12,969,754	12,111,679	9,259,929	2,851,750	88,050	355,519
Indiana*	4,649,663	4,318,734	3,300,396	1,018,338	53,950	74,567
Iowa	9,741,103	[10]	.....	.....	.....	.....
Kansas	4,610,090	[10]	.....	.....	.....	.....
Kentucky*	3,780,062	3,664,979	2,864,448	800,531	31,012	16,819
Louisiana	3,400,045	3,343,049	.....	.....	.....	54,396
Maine*	2,182,135	1,671,096	1,330,814	340,282	324,870	32,952
Maryland*	2,576,301	2,006,322	1,744,423	261,899	.....	262,595
Massachusetts*	9,843,901	7,346,952	5,794,224	1,552,728	59,700	1,396,756
Michigan*	14,526,002	13,107,863	10,160,579	2,947,284	86,563	241,782
Minnesota*	9,744,834	9,651,795	8,654,290	997,505	34,092	.....
Mississippi*	1,530,000	1,529,150	1,377,000	152,150	.....	.....
Missouri	7,267,098	[10]	.....	.....	.....	.....
Montana*	915,253	914,878	788,125	126,753	.....	.....
Nebraska*	3,936,458	3,791,628	3,141,477	650,151	.....	.....
Nevada	209,197	208,401	.....	.....	.....	.....
New Hampshire	1,736,094	1,383,969	.....	.....	28,401	229,535
New Jersey*	10,515,323	7,582,255	4,527,893	3,054,362	63,661	1,983,948
New Mexico*	457,874	447,001	403,344	43,657	.....	.....
New York*	25,506,245	22,502,688	15,675,072	6,827,616	153,745	.....
North Carolina	[2]8,369,844	[10]	.....	.....	.....	.....
North Dakota*	1,083,573	1,049,324	935,031	114,293	.....	.....
Ohio	13,147,231	[10]	.....	.....	.....	.....
Oklahoma	4,576,572	[10]	.....	.....	.....	.....
Oregon*	5,370,202	5,207,691	4,440,577	767,114	17,570	77,107
Pennsylvania*	21,926,972	16,934,504	11,568,692	5,365,812	296,887	1,721,187
Rhode Island*	1,863,955	1,432,561	1,059,054	373,507	13,340	234,504
South Carolina*	2,366,076	2,106,271	1,784,735	321,536	25,670	1,141
South Dakota*	2,445,112	2,403,501	2,143,944	259,557	23,975	.....
Tennessee	3,060,948	[10]	.....	.....	.....	.....
Texas	13,477,931	8,976,151	.....	.....	.....	.....
Utah	554,235	[10]	.....	.....	.....	.....
Vermont*	1,497,146	1,265,611	1,145,126	120,485	.....	.....
Virginia*	4,300,950	3,947,402	3,414,997	532,405	.....	.....
Washington*	4,980,026	4,848,572	3,774,828	1,073,744	.....	.....
West Virginia*	3,354,247	3,022,617	2,470,524	552,093	40,910	137,620
Wisconsin*	7,896,210	7,659,722	6,309,848	1,349,874	86,775	.....
Wyoming*	482,857	470,459	378,169	92,290	.....	.....
Dist. of Col.*	291,207	111,758	98,456	13,302	.....	49,809
Detailed Total	([3]184,412,512)	(161,574,729)	(123,289,145)	(38,285,584)	(1,537,661)	(6,994,219)
Grand Total	**$260,619,621**	.....	.....	.....	.....	.....

[1]—Only finahcial data shown in this table.

[2]—All States report amounts of full calendar year, except North Carolina, which reports for only 6 months July 1 to December 31, on account of the registration year beginning on July 1st in that State.

[3]—*The 34 States starred show complete receipt details, which are totalled under the 7 receipt columns as sub-totals called "Detailed Total," which together with $634,076 in trailer receipts and $436,428 motorcycle receipts in these States equals $184,412,512.

[4]—Total funds received by state and county officials on connection with the operation of the motor vehicle license laws.

[5]—Receipts received for re-registrations, non-resident registrations, duplicate tags, etc., eliminated to correspond to numerical lists.

[6]—Includes all registered vehicles.

[7]—Includes $62,370 for probate judges.

[8]—Amount from licenses of taxi chauffeurs allotted to State general fund.

[9]—For maintenance work.

[10]—No details given.

[11]—Traffic officer expenses, deducted from county share of net receipts.

[12]—Special State appropriation through State Highway Fund.

[13]—Special State appropriation.

[14]—For State Highway Commission maintenance.

[15]—Includes $153,531 for motor vehicle law enforcem't.

[16]—Expenses of State Highway Commission.

[17]—Estimated.

[18]—Expenses of motor vehicle theft dept.

*Not including gasoline taxes totaling $146,028,940.00.

Receipts Total $260,619,621

RECEIPTS AND DISPOSITION OF FUND[1] FOR CALENDAR YEAR 1925[2]

Agriculture, Bureau of Public Roads)

Miscellaneous Receipts		Disposition of Gross Receipts For Highway Purposes				
Other Miscellaneous	Collection and Administration	State Highways	Local Roads	State Road Bonds	For Other Purposes	States and Dist of Col.
$3,299	[7]$105,527	$769,874	$486,490	$1,138,828	$10,410[8]	....Alabama
14,573	18,000	[9]387,592	.....	.....	.....	.....Arizona
.....	12,000	1,731,000	583,000	824,000	.....	....Arkansas
512,220	951,076	3,432,611	3,073,607	.....	[11]359,004	...California
89,043	71,515	679,392	679,392	.....	.....	....Colorado
1,317,535	.....	5,644,247	.....	.....	.....	..Connecticut
18,232	.....	680,700	.....	.....	.....	....Delaware
139,392	261,220	2,538,306	846,102	.....	.....	......Florida
5,134	98,297	2,912,118	.....	.....	.....	.....Georgia
10,841	[13]	140,444	1,037,226	14,917	.....	.....Idaho
344,539	[13]	9,982,450	.....	2,987,304	.....	......Illinois
176,724	205,681	4,443,982	.....	.....	.....	.....Indiana
.....	713,036	5,758,141	.....	3,030,325	[14]239,601	.....Iowa
.....	230,505	3,284,689	1,094,896	.....	.....	.....Kansas
61,671	132,105	3,247,733	400,224	.....	.....	...Kentucky
.....	40,000	3,360,045	.....	.....	.....	....Louisiana
142,666	[15]254,526	1,302,196	.....	552,647	[16] 72,766	.....Maine
279,724	[17]250,000	2,326,301	.....	.....	.....	...Maryland
978,629	921,514	8,922,387	.....	.....	.....	Massachusetts
955,125	300,000	7,356,467	6,000,000	.....	[18]869,535	....Michigan
40,357	[19]	6,294,834	.....	3,450,000	.....	...Minnesota
.....	45,900	.....	1,484,100	.....	.....	...Mississippi
.....	432,023	6,835,075	.....	.....	.....	....Missouri
.....	32,000	.....	883,253	.....	.....	....Montana
136,472	98,411	1,151,414	2,686,633	.....	.....	....Nebraska
196	10,584	114,225	3,138	81,250	.....	.....Nevada
84,633	114,610	1,613,804	.....	.....	[21]7,680	N. Hampshire
824,104	1,177,057	5,552,266	3,725,000	.....	[22]61,000	.New Jersey
9,575	31,991	283,922	141,961	.....	.....	.New Mexico
2,728,458	[24]372,848	18,876,461	6,241,060	.....	[21]15,876	...New York
.....	149,761	8,210,083	.....	[25]	.....	N. Carolina.
32,852	150,000	401,787	401,786	130,000	.....	North Dakota
.....	[26]	6,573,616	6,573,615	.....	.....	.....Ohio
.....	[27]	187,858	3,978,022	.....	[28]410,692	...Oklahoma
53,205	200,000	.....	1,292,551	3,877,651	.....	.....Oregon
2,903,185	[29]2,563,137	18,952,448	.....	.....	[30]411,387	Pennsylvania
177,538	306,492	1,557,463	.....	.....	.....	Rhode Island
217,717	187,729	1,736,716	.....	.....	[31]441,631	.S. Carolina
16,006	21,511	1,222,556	1,201,045	.....	.....	South Dakota
.....	54,243	3,006,705	.....	.....	.....	...Tennessee
4,490,640	476,146	9,368,187	3,633,598	.....	.....	.....Texas
.....	.....	.....	.....	[32]554,235	.....	.....Utah
226,535	82,037	1,415,109	.....	.....	.....	.....Vermont
341,378	[33]	4,122,018	.....	.....	[34]178,932	.....Virginia
83,325	240,059	4,665,195	74,772	.....	.....	..Washington
144,621	264,386	783,573	.....	2,000,000	[35]306,288	..W. Virginia
128,573	380,000	5,626,210	1,875,000	[36]	[37]15,000	...Wisconsin
11,344	[13]	.....	.....	482,857	.....	....Wyoming
128,328	[38]36,820	[39]254,387	.....	.....	.....	Dist. of Col.
($13,235,345)	.....	.....	.....	.....	.....	Detailed Total
.....	$11,992,747	$177,706,587	$48,396,471	$19,124,014	$3,399,802	Grand Total

[1]—Estimated at $302,600 paid from State appropriation.
[2]—Included under motor cars. [21]—Refunds. [22]—Toll bridge commission.
[23]—Collection fees of county clerks in addition to the expenses of 7 city offices, $1,857,900 taken from General State Fund.
[24]—For period of 6 months, July 1 to December 31, as registration year begins July 1st.
[25]—Interest and sinking fund requirements included in State highway amount.
[26]—Special legislative appropriation of $363,659. [27]—Expenses from State Highway Department fund
[28]—State General Fund to July 1, 1925: not to receive any share after this date.
[29]—$1,420,048 expended for administration and balance for administration of road work by State Highway Department. [30]—For State highway patrol.
[31]—Includes $374,140 refund by amendment to law and $67,491 to State General Fund.
[32]—Includes amount spent on collection and administration. [33]—State appropriation of $296,969.05.
[34]—Operation auto theft law. [35]—State Road Comm's'n expenses. [36]—Bond paym'ts included with items.
[37]—All money collected deposited in U. S. Treasy. This amount is appropriation for exps. of administration.
[38]—Amount to balance with gross receipts. The U. S. appropriation for streets is much higher.
*—34 States show complete receipt details See Note three (3) for further information.

19,954,347 Motor Vehicles

13% Gain Over Last Year
17,512,000 Motor Cars

[1]MOTOR VEHICLE REGISTRATIONS, PERMITS,

(Figures as of December 31, from Bureau of

[1]State and District of Columbia	[1]Registered Motor Vehicles, Individually and Commercially Owned			Special List of Passenger Cars for Hire[4]	
	Grand Total Registered Motor Cars and Trucks	Passenger Automobiles Taxis and Buses	Motor Trucks and Road Tractors	Taxis, etc.	Buses
Alabama	194,580	171,387	23,193	2,710	778
Arizona	68,029	59,798	8,231	[5]568	569
Arkansas	183,589	159,511	24,078	[5]2,398	378
California	1,440,541	1,225,796	214,745	5,210	4,017
Colorado	240,097	221,513	18,584	2,416	816
Connecticut	250,669	213,486	37,183	[5]2,301	904
Delaware	40,140	32,550	7,590	192	138
Florida	286,388	237,435	48,953	[5]3,356	1,253
Georgia	248,093	217,578	30,515	1,969	715
Idaho	81,506	73,896	7,610	558	570
Illinois	1,263,177	1,101,943	[13]161,234	10,374	3,289
Indiana	725,410	630,554	94,856	3,648	1,896
Iowa	659,202	613,412	45,790	2,284	1,321
Kansas	457,033	409,968	[12]47,065	2,140	696
Kentucky	261,647	235,020	[12]26,627	2,981	1,120
Louisiana	207,000	176,000	31,000	1,477	672
Maine	140,499	116,229	24,270	[5]2,716	376
Maryland	234,247	222,173	12,074	[5]3,477	636
Massachusetts	646,153	554,813	91,340	6,254	1,857
Michigan	989,010	885,524	[13]103,486	3,325	2,161
Minnesota	569,694	524,879	44,815	1,833	932
Mississippi	177,262	159,134	18,128	1,555	2,049
Missouri	604,166	543,426	60,740	4,821	1,407
Montana	94,656	82,135	12,521	583	323
Nebraska	338,719	301,716	[13]37,003	1,256	323
Nevada	21,169	18,069	3,100	137	175
New Hampshire	81,498	72,472	9,026	1,903	635
New Jersey	580,554	469,156	111,398	5,367	2,401
New Mexico	49,111	47,470	1,641	391	308
New York	1,625,583	1,346,665	278,918	26,079	3,966
North Carolina	[13]340,287	311,384	28,903	2,102	2,446
North Dakota	144,972	133,791	[13]11,181	375	1,078
Ohio	1,346,400	1,179,400	167,000	5,354	4,103
Oklahoma	424,345	393,047	31,298	2,212	1,231
Oregon	216,553	199,517	17,036	732	698
Pennsylvania	1,330,433	1,149,074	181,359	6,937	2,615
Rhode Island	101,756	84,337	17,419	1,431	[12]262
South Carolina	168,496	153,343	15,153	1,646	473
South Dakota	168,028	154,141	[13]13,887	452	205
Tennessee	244,626	221,712	22,914	2,301	720
Texas	975,083	886,362	88,721	6,454	1,260
Utah	90,500	79,170	11,330	312	460
Vermont	69,576	64,566	5,010	1,134	153
Virginia	282,650	246,950	35,700	2,543	1,373

(See end of Table, pages 78, 79, for footnotes)

Registered in U. S. in 1925

Trucks Are 12½% of Total 2,441,000 Commercial Vehicles

LICENSES, ETC., CALENDAR YEAR 1925[1]

Public Roads, U. S. Department of Agriculture)

Other Registered[1] Vehicles		Tax Exempt Official Vehicles and Motorcycles[9, 17]		Number of Licenses or Permits (Autos)			State and District of Columbia
Trailers	Motorcycles	State and Local Cars	Motorcycles (Official)	Dealers[2]	Operators	Chauffeurs	
480	524	.....	.....	2,599	.....	2,105	Alabama
.....	310	759	49	330	.....	339	Arizona
918	263	572	30	.....	.....	.....	Arkansas
27,542	11,177	[10]18,647	583	11,977	.....	106,230	California
82	1,862	.....	.....	3,206	20,079	7,776	Colorado
332	3,886	3,139	189	4,386	.....	.....	Connecticut
166	375	.....	.....	763	40,841	3,555	Delaware
1,062	1,200	.....	.....	2,016	.....	5,656	Florida
.....	994	.....	.....	727	.....	2,921	Georgia
168	518	1,050	.....	324	.....	448	Idaho
3,777	6,603	None	.....	2,000	.....	100,000	Illinois
5,068	4,525	525	.....	2,242	.....	40,247	Indiana
125	2,303	2,500	90	.....	.....	.....	Iowa
.....	1,434	2,014	.....	.....	.....	.....	Kansas
.....	703	1,169	.....	1,119	.....	8,867	Kentucky
.....	520	.....	.....	.....	.....	10,000	Louisiana
790	1,293	882	88	1,070	162,435	6,150	Maine
586	4,619	.....	.....	.....	109,747	38,185	Maryland
702	9,401	800	400	2,011	698,378	[14]	Massachusetts
10,592	3,387	3,353	.....	1,958	197,547	75,621	Michigan
1,912	2,923	.....	21	1,943	.....	.....	Minnesota
.....	100	.....	.....	.....	.....	.....	Mississippi
1,087	1,984	1,317	5	.....	.....	.....	Missouri
.....	252	1,000	.....	.....	.....	.....	Montana
807	1,207	.....	.....	.....	.....	.....	Nebraska
20	120	293	13	.....	.....	.....	Nevada
497	1,701	300	.....	507	60,772	31,903	New Hampshire
1,389	7,730	4,469	771	.....	.....	.....	New Jersey
88	209	.....	3	.....	.....	.....	New Mexico
5,051	18,642	10,588	1,192	4,703	.....	.....	New York
500	863	4,110	.....	.....	.....	.....	North Carolina
.....	443	.....	.....	.....	.....	.....	North Dakota
9,000	12,650	4,200	.....	.....	.....	.....	Ohio
.....	817	.....	.....	.....	.....	.....	Oklahoma
[16]	2,547	.....	.....	598	51,084	15,188	Oregon
2,821	15,234	9,750	888	24,105	1,570,219	[14]	Pennsylvania
59	1,343	458	64	.....	117,252	[14]	Rhode Island
824	173	1,261	51	.....	.....	.....	South Carolina
.....	345	763	.....	959	.....	.....	South Dakota
.....	627	.....	50	516	.....	.....	Tennessee
4,600	2,228	1,302	551	.....	.....	.....	Texas
200	719	1,015	.....	.....	.....	.....	Utah
.....	718	.....	.....	.....	.....	.....	Vermont
440	1,590	2,435	125	.....	.....	.....	Virginia

(See end of Table, pages 78, 79, for footnotes)

MOTOR VEHICLE REGISTRATIONS,

(*Continued from*

[2]State and District of Columbia	[3]Registered Motor Vehicles, Individually and Commercially Owned: Grand Total Registered Motor Cars and Trucks	Passenger Automobiles Taxis and Buses	Motor Trucks and Road Tractors	Special List of Passenger Cars for Hire[4]: Taxis, etc.	Buses
Washington	328,442	281,452	46,990	[5]1,633	1,574
West Virginia	217,589	190,257	27,332	1,569	856
Wisconsin	594,386	528,090	[1]66,296	2,535	820
Wyoming	47,711	42,547	5,164	347	553
District of Columbia	103,092	89,790	13,302	1,182	265
Totals	**19,954,347**	**17,512,638**	**2,441,709**	**[6]145,530**	**[6]57,826**

[1]—This table lists only the number of motor vehicles, licenses and permits. For the financial statement see pages 74, 75.

[2]—All States but North Carolina report details for full calendar year. North Carolina reports only 6 months, July 1 to December 31st as fiscal year for registration ends on June 30th.

[3]—The first three columns record the regularly registered state motor cars and trucks, which pay the full registration fees. The grand total in first column is subdivided into the passenger carrying cars, which include passenger automobiles, taxis and cars for hire, and buses; and the commodity carrying or non-passenger motor vehicles, which include motor trucks and road tractors (excluding farm tractors).

[4]—These two special lists are taken from sources other than registration offices of the various states and are inserted to indicate the commercial activity of passenger cars. The taxis and cars for hire are taken from Internal Revenue Bureau report showing number of cars for hire with from 2 to 7 seats which paid Federal tax during fiscal year ending June 30th, 1925. A few States as noted reported later data which is here given. The buses shown are taken from "Bus Transportation" issued in February 1926, with exception of Rhode Island as noted. This list is only partial and may include some "Jitneys" and cars with less than eight passengers. The total of buses for U. S. is reported by "Bus Transportation" as 69,425 but only the number here shown has been allocated to the various States.

Growth in Mileage of Surfaced Highways

Year	Total Mileage	Miles Surfaced	Percentage Surfaced
1904	2,151,379	153,530	7.14
1909	2,199,645	190,476	8.66
1914	2,445,760	257,291	10.52
1921	2,941,294	387,760	13.17
1924	2,941,294	470,000	15.98
1925	3,002,916	*495,000	*16.5

*Estimated by N. A. C. C.

70% of Homes Have Automobiles

Make Lot of Housewife More Attractive

(The following statement concerns a survey of 296,551 *homes, made by the General Federation of Women's Clubs, reported by Mrs. John Dickinson Sherman, President, in the "Woman's Home Companion.")*

The automobile outstrips the telephone by nearly 2 per cent. Seventy per cent of the families in 296,551 homes own automobiles. The fluctuation of percentages is interesting. In towns having a population of less than 10,000 the percentage is 60; in towns between 10,000 and 25,000 it is 70, while in cities above 25,000, 78 per cent of the families own automobiles.

Then why does the automobile take precedence over the stationary tub, the telephone over the vacuum cleaner and the radio over the power-run sewing machine?

Because the housewife for generations has sought escape from the monotony rather than the drudgery of her lot. She can and does endure toil, actual physical labor, patiently and cheerfully; but she breaks physically and nervously under monotony. The automobile, the telephone and the talking machine or radio offer the modern homemaker the escape from that monotony which drove many of her predecessors insane.

PERMITS, LICENSES, ETC.

two preceding pages)

Other Registered[1] Vehicles		Tax Exempt Official Vehicles and Motorcycles[8,17]		Number of Licenses, or Permits (Autos)			State and
Trailers	Motor-cycles	State and Local Cars	Motor-cycles (Official)	Deal-ers[9]	Ope-rators	Chauf-feurs	District of Columbia
1,595	2,879	.....	141	.....	.....	.....	.....Washington
345	1,432	.....	.....	7,700	64,702	26,648	.....West Virginia
[10]	3,443	555	80	2,700	.....	.....	.....Wisconsin
.....	220	203	.....	.....	.....	.....	.....Wyoming
No Fee	1,312	.....	.....	.....	17,503	3,126	..District of Columbia
83,625	**140,348**	**79,529**	**5,343**	.....	.....	.....	**.....Totals**

[8]—Under this group are shown trailers generally used with road tractors and motorcycles (with or without side-car).

[9]—This group includes official cars which are exempt (or partially exempt) from paying regular registration fees to the States, and includes cars and trucks owned by the U. S. Government and the State, County and Municipal authorities. The total U. S. cars is taken from the records of the U. S. Budget Bureau and the other columns are as reported.

[8]—This column shows the number as reported by the States, and is not complete.

[9]—As reported by the Motor Vehicle Bureau.

[10]—Includes 7,728 public service corporation cars and trucks which are tax exempt by law.

[11]—Includes road tractors not formerly included.

[12]—Includes buses, as reported by State.

[13]—Total reported to this Bureau, which is larger than number shown in "Bus Transportation."

[14]—Included with operator's licenses.

[15]—Only 6 months data reported July 1 to December 31st as fiscal registration year ends June 30th.

[16]—Included with motor trucks and tractors.

98,496 Concerns in Vehicle-for-Hire Business

(Figures from U. S. Dept. of Agriculture, Bureau of Public Roads)

Alabama.....	1,384	Massachusetts...	3,581	Rhode Island....	956
Arizona.....	153	Michigan.....	3,267	South Carolina...	1,442
Arkansas.....	1,687	Minnesota.....	1,187	South Dakota....	387
California.....	2,566	Mississippi.....	1,362	Tennessee.....	1,512
Colorado.....	1,853	Missouri.....	3,531	Texas.....	4,590
Connecticut.....	1,468	Montana.....	474	Utah.....	224
Delaware.....	199	Nebraska.....	830	Vermont.....	1,509
Florida.....	1,486	Nevada.....	104	Virginia.....	2,056
Georgia.....	1,316	New Hampshire..	1,581	Washington.....	874
Idaho.....	435	New Jersey.....	4,171	West Virginia....	1,193
Illinois.....	3,843	New Mexico....	250	Wisconsin.....	1,586
Indiana.....	2,932	New York.....	17,956	Wyoming.....	351
Iowa.....	1,855	North Carolina...	1,916	Dist. of Columbia	304
Kansas.....	1,622	North Dakota....	262	Alaska.....	121
Kentucky.....	2,143	Ohio.....	3,390	Hawaii.....	1,900
Louisiana.....	1,027	Oklahoma.....	1,813		
Maine.....	2,187	Oregon.....	439	**Totals.....**	**98,496**
Maryland.....	1,392	Pennsylvania.....	3,829		

"The wide extent of the operation by the railroad of coordinated rail and highway schedules is apparent by the fact that the New England Transportation Company now has in operation 777 miles of line, supplementing the New Haven's 1,958 miles of road. In addition, in its plan for supplying the public with the most modern and economical means for transportation, the road has twenty-five gasoline rail cars operating on 567 miles of rail line and covering a weekly distance of 16,505 miles."—*New York Times, Feb. 7, 1926.*

STANDING OF STATES IN REGISTRATION-1925

New York Has Largest Number of Vehicles Also Leads in Numerical Increase

Florida First in Percentage Gain California has Most Cars to Population

	TOTAL REGISTRATION		NUMERICAL INCREASE		PERSONS PER MOTOR CAR		PERCENTAGE INCREASE	
					State	Pop. per Motor Car†		Per Cent
1	N. Y...	1,625,583	1 N. Y...	212,704	1 Cal.....	3.20	1 Fla.....	46.8
2	Cal.....	1,440,541	2 Texas...	173,250	2 Iowa.....	4.08	2 Miss.....	33.6
3	Ohio....	1,346,400	3 Ill.....	143,941	3 Ore.....	4.24	3 Utah.....	32.5
4	Penna..	1,330,433	4 Mich...	121,465	4 Nev.....	4.30	4 Ark.....	29.3
5	Ill.....	1,263,177	5 Cal.....	121,147	5 S. D.....	4.32	5 Ala.....	23.7
6	Mich...	989,010	6 Ohio....	104,800	6 Kans.....	4.42	6 N. D.....	23.6
7	Texas...	975,083	7 Penna..	101,588	7 Nebr.....	4.49	7 Texas.....	21.6
8	Ind.....	725,410	8 Fla.....	91,260	8 Fla.....	4.59	8 Tenn.....	19.5
9	Iowa...	659,202	9 N. J....	76,084	9 Colo.....	4.60	9 Ga.....	19.4
10	Mass...	646,153	10 Mass...	75,575	10 Mich.....	4.69	10 Mont.....	18.8
11	Mo.....	604,166	11 Ind.....	73,705	11 Ind.....	4.85	11 Md.....	18.2
12	Wis....	594,386	12 Wis....	69,165	12 Minn.....	4.88	12 S. D.....	18.0
13	N. J....	580,554	13 Minn...	66,257	13 N. D.....	5.13	13 N. M.....	17.8
14	Minn....	569,694	14 Mo.....	63,666	14 Wyo.....	5.21	14 Ida.....	17.7
15	Kans...	457,033	15 Okla....	54,442	15 Wash.....	5.25	15 Ariz.....	17.6
16	Okla....	424,345	16 Kans....	46,142	16 Wis.....	5.31	16 Nev.....	16.8
17	N. C...	340,287	17 Iowa...	43,074	17 Ohio.....	5.36	17 La.....	16.3
18	Nebr...	338,719	18 Miss....	42,582	18 Vt.....	5.45	18 D. of C...	16.1
19	Wash...	328,442	19 Ark.....	41,606	19 D. of C...	5.54	19 Conn.....	15.4
20	Fla.....	286,388	20 Ga.....	40,405	20 Okla.....	5.68	20 N. J.....	15.2
21	Va.....	282,650	21 Tenn...	39,946	21 Texas.....	5.75	21 N. Y.....	15.0
22	Ky.....	261,647	22 N. C....	38,055	22 Utah.....	6.21	22 Okla.....	14.7
23	Conn...	250,669	23 Ala.....	37,318	23 N. H.....	6.23	23 N. H.....	14.5
24	Ga.....	248,093	24 Md.....	35,782	24 Ill.....	6.32	24 Del.....	14.2
25	Tenn...	244,626	25 Conn...	33,433	25 Mo.....	6.37	25 Mich.....	14.0
26	Colo....	240,097	26 Wash...	32,999	26 Ida.....	6.65	26 W. Va....	13.9
27	Md.....	234,247	27 Ky.....	31,843	27 Maine....	6.73	27 Ky.....	13.8
28	W. Va..	217,589	28 Nebr....	30,004	28 Ariz.....	6.81	28 Vt.....	13.7
29	Ore.....	216,553	29 La.....	29,000	29 Md.....	6.91	29 Mass.....	13.2
30	La.....	207,000	30 N. D...	27,626	30 Conn.....	7.17	30 Minn.....	13.1
31	Ala.....	194,580	31 Colo....	26,850	31 Del.....	7.21	31 Wis.....	13.0
32	Ark.....	183,589	32 W. Va..	26,504	32 Mass.....	7.43	32 Ill.....	12.8
33	Miss....	177,262	33 S. D....	25,632	33 N. J.....	7.46	33 Colo.....	12.6
34	S. C....	168,496	34 Ore.....	23,938	34 R. I.....	7.57	34 N. C.....	12.6
35	S. D....	168,028	35 Utah...	22,184	35 Mont.....	7.87	35 Ore.....	12.4
36	N. D....	144,972	36 Va.....	20,705	36 N. M.....	8.00	36 Mo.....	11.8
37	Maine..	140,499	37 Mont...	14,961	37 Penna.....	8.11	37 Ind.....	11.3
38	D. of C.	103,092	38 D. of C.	14,330	38 N. Y.....	8.25	38 Kans.....	11.2
39	R. I....	101,756	39 Maine..	12,901	39 W. Va....	8.42	39 Wash.....	11.1
40	Mont...	94,656	40 Ida.....	12,279	40 N. C.....	8.85	40 Maine....	10.1
41	Utah...	90,500	41 N. H...	10,349	41 Va.....	9.92	41 Nebr.....	9.7
42	Idaho...	81,506	42 Ariz....	10,201	42 Ky.....	10.58	42 Wyo.....	9.3
43	N. H...	81,498	43 Vt.....	8,397	43 La.....	10.67	43 Cal.....	9.2
44	Vt.....	69,576	44 N. M...	7,431	44 Tenn.....	10.90	44 Ohio.....	8.4
45	Ariz....	68,029	45 S. C....	6,743	45 Miss.....	11.25	45 Penna....	8.3
46	N. M....	49,111	46 R. I....	6,274	46 S. C.....	11.60	46 Va.....	7.9
47	Wyo....	47,711	47 Del.....	5,004	47 Ark.....	11.61	47 Iowa.....	7.0
48	Del.....	40,140	48 Wyo....	4,072	48 Ga.....	14.00	48 R. I.....	6.6
49	Nev....	21,169	49 Nev....	3,051	49 Ala.....	14.39	49 S. C.....	4.2
	Total U. S.	19,954,347	Total U. S.	2,360,670	Total U. S...	6.5	Total U. S...	13.4

†Based on 1925 Census.

City Registrations of Motor Vehicles

(Figures from Chambers of Commerce)

City	Motor Cars	Motor Trucks	Taxis or Jitneys	Buses	Total M. V.	Area Sq. Mi.	Population
Akron, Ohio	42,000	7,500	42	147	49,689	26	215,000
Albany, N. Y.	6,500	4,000	.....	.....	10,500	19	125,000
Atlantic City, N. J.	10,016	2,400	800[1]	.....	13,216	11	65,000
Augusta, Ga.	5,980[5]	.....	.....	.....	5,980	9	63,500
Baltimore, Md.	97,330	4,800	1,400	185[2]	103,715	91	796,296
Birmingham, Ala.	33,527	4,500	237	15	38,279	52	237,693
Boston, Mass.	89,878	18,590	1,800	.....	110,268	47	779,620
Bridgeport, Conn.	15,411	3,134	179	77	18,801	18	158,350
Buffalo, N. Y.	125,000[3]	.....	1,015	50	126,065	42	[4]575,000
Cambridge, Mass.	12,615[1]	2,600	.....	.....	15,215	6	120,000
Camden, N. J.	19,952	4,718	.....	442[1]	25,112	8	128,642
Canton, Ohio	20,000[4]	2,800	33	42	22,875[4]	12	106,000
Charleston, S. C.	7,800	600	110	12	8,522	5	73,125
Chicago, Ill.	289,948	48,262	5,400	416	344,026	201	[2]2,925,000
Cincinnati, Ohio	79,000	14,000	300	250	93,550	72	415,000
Cleveland, Ohio	140,000	23,000	565	85	163,650	69	965,000
Covington, Ky.	10,100	900	42	11	11,053	7	65,000
Dallas, Texas	54,000[5]	.....	.....	.....	54,000	26	264,534
Denver, Colo.	67,598[1]	4,714	.....	.....	72,312	63	[3]311,076
Des Moines, Iowa	32,000	3,300	110	36	35,446	54	149,000
Detroit, Mich.	249,000	29,000	.....	.....	278,000	139	1,242,044
Duluth, Minn.	17,340	2,600	80	64	20,084	.....	115,000
East St. Louis, Ill.	10,000	2,500	200	50	12,750	.....	80,000
El Paso, Texas	14,406 ©	2,208	321	.....	16,935	13	104,928
Erie, Pa.	21,220	800	70	25	22,115	7½	125,000
Evansville, Ind.	18,000	4,500	50	10	22,560	10	105,000
Fall River, Mass.	12,000	2,000	39	35	14,074	41	129,662
Flint, Mich.	34,916[5]	.....	.....	.....	34,916	29	142,000
Fort Wayne, Ind.	23,000	3,000	75	30	26,105	3	100,000
Fort Worth, Texas	38,107	.....	.....	2,996[1]	41,103	39	175,000
Grand Rapids, Mich.	47,307	5,847	58	.....	53,212	22	165,000
Harrisburg, Pa.	11,496	2,649	35	4	14,184	9	83,422
Hartford, Conn.	19,722	3,978	199	26	23,925	18	[4]164,148
Houston, Texas	51,000[3]	.....	32	19	51,051	41	232,000
Hoboken, N. J.	2,700	1,000	183	23	3,906	1	68,166
Holyoke, Mass.	8,000	1,200	100	20	9,320	22	62,000
Indianapolis, Ind.	143,375	22,944	.....	.....	166,319	51	365,000
Jersey City, N. J.	15,000	3,000	200	300	18,500	19	325,000
Johnstown, Pa.	11,500	2,100	50	30	13,680	5	71,782
Kansas City, Kans.	26,000 ©	.....	.....	.....	26,000	22	130,000
Kansas City, Mo.	62,542[1]	10,255	.....	.....	72,797	58	[4]375,000
Knoxville, Tenn.	14,065	1,783	.....	86[1]	15,934	26	129,672
Lancaster, Pa.	10,224	1,987	15	3	12,229	4	56,686
Lincoln, Nebr.	12,000	4,000	55	46	16,101	12	92,623
Little Rock, Ark.	16,860	1,140	53	27	18,080	17	98,000
Long Beach, Cal.	32,692	10,537	130	.....	43,259	30	140,000
Louisville, Ky.	37,365	6,849	566	.....	44,780	40	305,935
Lowell, Mass.	10,000	2,000	100	3	12,103[4]	14	[4]124,035
Manchester, N. H.	6,546[5]	.....	.....	.....	6,546	38	83,097
Memphis, Tenn.	33,000	4,000	159[1]	.....	37,159	21	[4]227,291
Milwaukee, Wis.	80,000	4,200	350	50	84,600	60	500,000
Minneapolis, Minn.	98,500	16,500	413	70	115,483[4]	54	[4]425,435
Nashville, Tenn.	20,000	4,000	75	25	24,100	19	140,000
New Bedford, Mass.	17,751	3,968	50[4]	20[4]	21,789	19	[4]130,000

[1]—Includes taxis, jitneys and buses.
[2]—Freight and passenger.
[3]—Includes trucks.
[4]—Estimated.
[5]—Includes trucks, taxis, jitneys and buses.
[6]—Includes taxis.
[7]—Includes buses.
©—County figures.

(Continued on following page)

City Registrations of Motor Vehicles

(*Continued from preceding page*)

City	Motor Cars	Motor Trucks	Taxis or Jitneys	Buses	Total M. V.	Area Sq. Mi.	Population
New Haven, Conn.	23,778[3]	.....	.....	.....	23,778	22	172,000[4]
New York, N. Y.	380,058	100,413	30,739[1]	.....	511,210	300	6,251,817
Norfolk, Va.	10,000	2,300	69	115	12,484	37	169,219
Oklahoma City, Okla.	30,000[4]	2,000[4]	93	20	32,113	17	145,000
Oakland, Cal.	64,000	10,300	98	17	74,415	60	300,000
Peoria, Ill.	12,000	1,400	40	10	13,450	10	94,395
Philadelphia, Pa.	144,000	50,000	1,500	300	195,800	129	2,100,000
Portland, Maine	10,224	2,146	250	10	12,630	21	69,272
Portland, Ore.	68,361[6]	5,640[7]	.....	.....	74,001	66	347,781
Racine, Wis.	7,925	1,185	.....	.....	9,110	7	70,000
Reading, Pa.	12,000	2,500	100	10	14,610	6	112,000
Richmond, Va.	21,000	2,400	225	51	23,676	25	191,00
Roanoke, Va.	8,000	2,000	.....	26	10,026	10	65,000
Sacramento, Cal.	30,065	5,487[1]	.....	.....	35,552	14	101,982
Saginaw, Mich.	15,150	2,400	20	17	17,587	17	72,281
Salt Lake City, Utah	25,000[1]	11,330	....	....	36,330	51	161,000
San Diego, Cal.	45,200	6,400[1]	.....	.....	51,600	78	140,000
San Francisco, Cal.	94,453	19,226	.....	.....	113,679	42	715,000
Schenectady, N. Y.	20,164	2,999	.....	.....	23,163	10	100,000
Scranton, Pa.	18,000[4]	6,000	50	12	24,062	20	150,000[4]
Seattle, Wash.	65,000	8,363	.....	.....	73,363	68	366,354
Sioux City, Iowa	14,700	1,400	80	25	16,205	45	85,000
South Bend, Ind.	17,000	4,000	30	6	21,036	16	110,000
Spokane, Wash.	28,742[4]	.....	50	40	28,832	40	125,064
Springfield, Mass.	24,964	4,008	... .	.....	28,972	39	142,065
Topeka, Kansas	16,507[5]	2,404[7]	.....	.....	18,911	13	60,300
Tulsa, Okla.	35,000	3,200	64	50	38,314	12	125,000
Utica, N. Y.	19,000	3,400	500	50	22,950	25	109,000
Washington, D. C.	88,343	13,302	1,182	265	103,092	70	438,000
Wheeling, W. Va.	6,100	1,600	75	.....	7,775	11	68,662
Wichita, Kans.	19,000	1,800	60	50	20,910	25	92,016
Yonkers, N. Y.	61,617	12,645	.....	.....	74,262	22	115,000
Youngstown, Ohio	25,000	3,500	90	140	28,730	.....	160,000

[1]—Includes taxis, jitneys and buses.
[2]—Freight and passenger.
[3]—Includes trucks.
[4]—Estimated.
[5]—Includes trucks, taxis, jitneys and buses.
[6]—Includes taxis.
[7]—Includes buses.
©—County figures.

Population Moving to Suburbs

*Trend Away from City Centers During Motor Age**

Metropolitan Area of	1910 City Proper	1910 Suburban District	1910 Percentage of Population in Suburbs	1920 City Proper	1920 Suburban District	1920 Percentage of Population in Suburbs
Baltimore†	†558,485	†105,325	†16%	†733,826	†53,632	†7%
Boston	670,585	860,553	55%	748,040	1,024,194	58%
Chicago	2,185,283	270,659	11%	2,701,705	477,219	15%
Detroit	465,766	48,320	9%	993,678	171,475	15%
New York	4,766,833	1,799,976	27%	5,620,048	2,290,367	29%
Philadelphia	1,549,008	434,298	22%	1,823,779	583,453	27%
Pittsburgh	533,905	499,147	48%	588,343	619,161	51%
St. Louis	687,029	141,074	17%	722,897	179,115	18%
San Francisco and Oakland	567,086	119,787	17%	723,937	168,540	19%

*—Table from *Journal of Land and Public Utility Economics* based on figures from *World Almanac*.
†—Changes made in extent of Baltimore's city limits invalidate any comparison.

State Motor Vehicle Laws—1925

Motor Vehicle Conference Committee Formulates Sound and Equitable Principles that Should Underlie Legislation; and Strives Toward Uniformity

During the year 1925 the Legislatures of 42 of the forty-eight states met in regular sessions. Approximately 2,400 bills, whose contents were directly or indirectly of serious concern to the production, sale and use of the motor vehicle, were introduced and considered by these legislatures. Over 500 of these bills were enacted into laws, and became effective during the year.

The subject matter of these laws relate to such important matters as:

1. **Special Taxation for Motor Vehicles, including gasoline taxation, increased registration fees, etc.**
2. **Restrictions on Motor Vehicle Operation, especially size, weight and speed limitations.**
3. **State Regulation of Motor Vehicles when used as Common Carriers.**
4. **Licensing of Operators.**
5. **Compulsory and Forbidden Equipment.**
6. **Compulsory Liability Insurance as a prerequisite to motor vehicle operation.**
7. **Certificate of Title—anti-theft.**
8. **Compulsory Stopping at Grade Crossings.**
9. **Traffic Regulations.**

Obviously, many measures dealing with these subjects are oftentimes based on prejudice, misinformation or lack of information. With a view, therefore, to placing at the disposal of law makers the facts involved, the Motor Vehicle Conference Committee has endeavored to gather information having a bearing upon some of the subjects enumerated and to formulate sound and equitable principles which, in its judgment, should underlie state laws dealing with them.

These principles have then been communicated to the law makers through the medium of Sub-Committees, which the parent body has created in each state of the Union. As a nucleus each state sub-committee contains representatives of the five component organizations constituting the main body, and in addition, representatives from state-wide organizations which in each state are directly or indirectly concerned in motor vehicle and highway legislation.

A noteworthy example of the manner in which the views of the Conference Committee have been laid first before its state sub-committees and by them before state lawmakers is the recommendation relating to special taxation for motor vehicles given on the next page.

(Continued on next page)

Sound and Equitable Principles to Control Special Taxation for Motor Vehicles

(For Legislative Activities, 1925, see preceding page)

These principles, set out in a pamphlet entitled: "Special Taxation for Motor Vehicles," are as follows:—

1. The state should be the sole special taxing agency—Federal, County and Municipal Governments should be excluded from the field.

2. The motor vehicle tax should be simple in form and distributed in equitable and just proportion between the different types of motor vehicles.

3. No highway should be improved by expenditure of public funds in excess of its earning capacity. The return to the public in the form of economic transportation is the sole measure of the justification for the degree of improvement.

4. All money raised by such special taxes should be placed in the State Motor Vehicle Highway fund and to secure the best results should be expended under the direction of the State Highway Department.

5. The cost of building and maintaining adequate systems of highways should be distributed in an equitable relation to the benefits derived. These may be summarized as follows:

   (a) Benefits to society in general, such as influence on education, recreation, health, fire prevention, police protection, the national defense, the postal service, living and distribution costs.

   (b) Benefits to definite groups, such as agriculture, manufacture, labor, railroads, mining, forestry and waterways.

   (c) Benefits to property served.

   (d) Benefits to the road user.

6. For the purpose of apportioning costs in relation to benefits received, all highways may be divided into two classes, first, those used by the general motoring public, and second, those which perform a purely local service function.

7. Special motor vehicle taxes should be levied and used only for the improvement and maintenance of highways used by the general public, i. e., for general highway traffic flow lines.

8. The wide variance in valuations, tax burdens, number of motor vehicles in use and the status of highway development in the several states prevent the adoption of any fixed formula as to the proportion of the total costs of highways of general use which should be paid for from motor vehicle funds. Generally speaking, however, these principles may be set forth:

   (a) In states where the income from motor vehicles is insufficient to meet all of the maintenance costs of highways of general motor use without undue burden to the individual motorist, such funds should be applied first to the maintenance of inter-state and state highway systems.

   (b) In states where the income from motor vehicles is sufficient to meet all maintenance costs of highways of general motor use without undue burden to the individual motorist, any surplus should be used for this class of highway reconstruction and administration costs.

   (c) In states where the number of motor vehicles will bring in large sums in excess of maintenance without placing undue burdens upon the individual mororist, such surplus should be used to defray all the costs of maintenance and a substantial share of all of the other costs of highways of general motor use.

   (d) In those states where the motor vehicle income is more than sufficient to meet maintenance costs of highways of general motor use without undue burden to the individual mororist, it may be found advisable to use such surplus for the purpose of defraying all or part of the costs of bond issues to expedite construction of economically desirable motor highways.

9. Roads of a purely local interest, serving only local needs, should be financed out of local revenues obtained from local general taxes. Special assessments on adjoining land to defray a portion of the costs of such roads may be justified.

10. Where extraordinary improvements are undertaken in the vicinity of or serving congested areas of population the increment, if any, in property valuation following the improvement should be drawn upon to defray an equitable portion of the cost.

11. Irrespective of the particular form of special tax of the motor vehicle, whether registration fees or motor fuel taxes, the aggregate amount of these taxes in any one year should not be so great as to impose an undue burden on the individual motorist.

(See following page)

Five Legislative Pamphlets

Five pamphlets on motor vehicle legislation and regulations have been published by, and may be obtained without charge from, the:

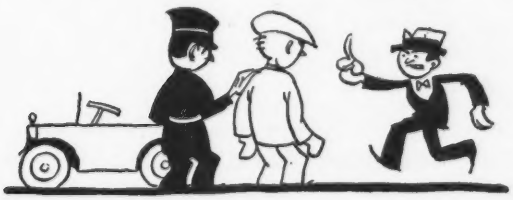
Motor Vehicle Conference Committee
366 Madison Avenue, New York City

These booklets are:

1. **Special Taxation for Motor Vehicles.**
   Containing digest of state motor vehicle laws, and sound and equitable principles which should underlie such laws.
2. **Governmental Regulation of Motor Vehicle Common Carriers.**
   Containing digest of existing regulations, and sound and equitable principles which should be the basis for such regulations.
3. **Governmental Restrictions on Motor Vehicle Sizes, Weights and Speeds.**
   Containing existing restrictions in the different states, and recommended restrictions.
4. **Compulsory Automobile Liability Insurance.**
   Setting forth the views of the Motor Vehicle Conference Committee on this subject.
5. **Motor Vehicle Electric Lighting Laws.**
   Giving a digest of the State laws on the subject.

Better Recovery of Stolen Cars

(Figures compiled from records of 28 major cities by National Automobile Dealers Association)



Year	Total Stolen No.	Not Recovered No.	Not Recovered %	Recovered %	Year	Total Stolen No.	Not Recovered No.	Not Recovered %	Recovered %
1918.....	27,443	5,772	21	79	1922....	35,334	8,094	23	77
1919.....	33,508	8,768	26	74	1923....	39,612	7,228	18	82
1920.....	30,046	8,778	29	71	1924.....	57,331	9,847	17	83
1921.....	37,554	11,037	29	71	1925.....	77,174	10,754	14	86

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Transportation Building

Detroit, Mich.
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(Continued on following page)

Organization of National Automobile Chamber of Commerce, Inc.

(*Continued from preceding page*)

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Trade Name	*Member*	*Address*
Ajax	Ajax Motors Company	Racine, Wis.
Auburn	Auburn Automobile Company	Auburn, Ind.
Buick	Buick Motor Company	Flint, Mich.
Cadillac	Cadillac Motor Car Company	Detroit, Mich.
Case	J. I. Case T. M. Company	Racine, Wis.
Chandler	Chandler Motor Car Company	Cleveland, Ohio
Chevrolet	Chevrolet Motor Company	Detroit, Mich.
Chrysler	Chrysler Corporation	Detroit, Mich.
Cleveland	Cleveland Automobile Company	Cleveland, Ohio
Cunningham	Jas. Cunningham Son & Company	Rochester, N. Y.
Davis	Geo. W. Davis Motor Car Company	Richmond, Ind.
Dodge Brothers	Dodge Brothers	Detroit, Mich.
Dorris	Dorris Motor Car Company	St. Louis, Mo.
duPont	duPont Motors, Inc.	Moore, Pa.
Durant	Durant Motor Co. of Michigan	Lansing, Mich.
Elcar	Elcar Motor Company	Elkhart, Ind.
Essex	Essex Motors	Detroit, Mich.
Flint	Locomobile Company of America	Bridgeport, Conn.
Franklin	H. H. Franklin Manufacturing Co.	Syracuse, N. Y.
Gardner	Gardner Motor Company	St. Louis, Mo.
Gray	Gray Manufacturing Company	Detroit, Mich.
Hertz	Yellow Truck & Coach Mfg. Co.	Chicago, Ill.
Hudson	Hudson Motor Car Company	Detroit, Mich.
Hupmobile	Hupp Motor Car Corporation	Detroit, Mich.
Jewett	Paige-Detroit Motor Car Co.	Detroit, Mich.
Jordan	Jordan Motor Car Company	Cleveland, Ohio
Kissel	Kissel Motor Car Company	Hartford, Wis.
Kleiber	Kleiber Motor Truck Company	San Francisco, Cal.
Lexington	Lexington Motor Company	Connersville, Ind.
Lincoln	Lincoln Motor Company	Detroit, Mich.
Locomobile	Locomobile Company of America	Bridgeport, Conn.
McFarlan	McFarlan Motor Corporation	Connersville, Ind.
Marmon	Marmon Motor Car Company	Indianapolis, Ind.
Mercer	Mercer Motor Car Company	Trenton, N. J.
Moon	Moon Motor Car Company	St. Louis, Mo.
Nash	Nash Motors Company	Kenosha, Wis.
Oakland	Oakland Motor Car Company	Pontiac, Mich.
Oldsmobile	Olds Motor Works	Lansing, Mich.
Overland	Willys-Overland Company	Toledo, Ohio
Packard	Packard Motor Car Company	Detroit, Mich.
Paige	Paige-Detroit Motor Car Company	Detroit, Mich.
Peerless	Peerless Motor Car Corporation	Cleveland, Ohio
Pierce-Arrow	Pierce-Arrow Motor Car Company	Buffalo, N. Y.
Reo	Reo Motor Car Company	Lansing, Mich.
Rickenbacker	Rickenbacker Motor Company	Detroit, Mich.
Roamer	Roamer Motor Car Company	Kalamazoo, Mich.
Star	Durant Motor Co. of N. J.	Elizabeth, N. J.
Stearns-Knight	F. B. Stearns Company	Cleveland, Ohio
Studebaker	Studebaker Corporation	South Bend, Ind.
Stutz	Stutz Motor Car Co. of America	Indianapolis, Ind.
Velie	Velie Motors Corporation	Moline, Ill.
Wills Saint Claire	Wills Sainte Claire Company	Marysville, Mich.
Willys-Knight	Willys-Overland Company	Toledo, Ohio

Chamber of Commerce, Inc.

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Trade Name	*Member*	*Address*
Checker	Checker Cab Mfg. Corp.	Kalamazoo, Mich.
Dodge	Dodge Brothers, Inc.	Detroit, Mich.
Elcar	Elcar Motor Company	Elkhart, Ind.
H. C. S.	H. C. S. Cab Mfg. Company	Indianapolis, Ind.
Larrabee-Deyo	Larrabee-Deyo Motor Truck Co.	Binghamton, N. Y.
Moon	Moon Motor Car Company	St. Louis, Mo.
Oakland	Oakland Motor Car Company	Pontiac, Mich.
Peerless	Peerless Motor Car Corporation	Cleveland, Ohio
Pennant	Roamer Motor Car Company	Kalamazoo, Mich.
Premier	Premier Motors, Inc.	Indianapolis, Ind.
Reo	Reo Motor Car Company	Lansing, Mich.
Willys-Knight	Willys-Overland Company	Toledo, Ohio
Yellow Cab	Yellow Truck & Coach Mfg. Co.	Chicago, Ill.

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Trade Name	*Member*	*Address*
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American-La France	American La France Fire Engine Co.	Elmira, N. Y.
Atterbury	Atterbury Motor Car Company	Buffalo, N. Y.
Autocar	Autocar Company	Ardmore, Pa.
Chevrolet	Chevrolet Motor Company	Detroit, Mich
Chrysler	Chrysler Corporation	Detroit, Mich.
Commerce	Commerce Motor Truck Company	Ypsilanti, Mich.
Commercial	Commercial Truck Company	Philadelphia, Pa.
Corbitt	Corbitt Motor Truck Company	Henderson, N. C.
Cunningham	Jas. Cunningham Son & Company	Rochester, N. Y.
Denby	Denby Motor Truck Corporation	Detroit, Mich.
Diamond T	Diamond T Motor Car Company	Chicago, Ill.
Dorris	Dorris Motor Car Company	St. Louis, Mo.
Duplex	Duplex Truck Company	Lansing, Mich.
Federal	Federal Motor Truck Company	Detroit, Mich.
Garford	Garford Motor Truck Company	Lima, Ohio
G. M. C.	General Motors Truck Company	Pontiac, Mich.
Graham	Graham Brothers	Evansville, Ind.
Gray	Gray Manuacturing Company	Detroit, Mich.
H. C. S.	H. C. S. Cab Mfg. Company	Indianapolis, Ind.
International	International Harvester Company	Chicago, Ill.
Kelly-Springfield	American Bus & Truck Company	Springfield, Ohio
Kissel	Kissel Motor Car Company	Hartford, Wis.
Kleiber	Kleiber Motor Truck Company	San Francisco, Cal.
Larrabee-Deyo	Larrabee-Deyo Motor Truck Co.	Binghamton, N. Y.
Locomobile	Locomobile Company of America	Bridgeport, Conn.
Maccar	Maccar Truck Company	Scranton, Pa.
Mack	Mack Brothers Motor Car Co.	New York, N. Y.
Moreland	Moreland Motor Truck Company	Los Angeles, Cal.
Nash	Nash Motors Company	Kenosha, Wis.
Overland	Willys-Overland Company	Toledo, Ohio
Pierce-Arrow	Pierce Arrow-Motor Ca rCompany	Buffalo, N. Y.
Reo	Reo Motor Car Company	Lansing, Mich.
Republic	Republic Motor Truck Company	Alma, Mich.

(Membership list continued on following page)

Motor Truck Manufacturers—*Continued*

(*Membership list continued from preceding page*)

Trade Name	*Member*	*Address*
Sanford	Sanford Motor Truck Company	Syracuse, N. Y.
Schacht	G. A. Schacht Motor Truck Co	Cincinnati, Ohio
Selden	Selden Truck Corporation	Rochester, N. Y.
Service	Service Motors, Inc	Wabash, Ind.
Standard	Standard Motor Truck Company	Detroit, Mich.
Sterling	Sterling Motor Truck Company	Milwaukee, Wis.
Stewart	Stewart Motor Corporation	Buffalo, N. Y.
Walker	Walker Vehicle Co	Chicago, Ill.
Walter	Walter Motor Truck Company	New York, N. Y.
Ward	Ward Motor Vehicle Company	Mt. Vernon, N. Y
White	White Motor Company	Cleveland, Ohio
Yellow	Yellow Truck & Coach Mfg. Co	Chicago, Ill.

MOTOR BUS MANUFACTURERS

Trade Name	*Member*	*Address*
Acme	Acme Motor Truck Company	Cadillac, Mich.
American La France	American LaFrance Fire Engine Co.	Elmira, N. Y.
Atterbury	Atterbury Motor Car Company	Buffalo, N. Y.
Cadillac	Cadillac Motor Car Company	Detroit, Mich.
Commerce	Commerce Motor Truck Company	Ypsilanti, Mich.
Corbitt	Corbitt Motor Truck Company	Henderson, N. C.
Denby	Denby Motor Truck Corporation	Detroit, Mich.
Dorris	Dorris Motor Car Company	St. Louis, Mo.
Federal	Federal Motor Truck Company	Detroit, Mich.
Garford	Garford Motor Truck Company	Lima, Ohio
Graham	Graham Brothers	Evansville, Ind.
International	International Harvester Company	Chicago, Ill.
Kelly-Springfield	American Bus & Truck Co.	Springfield, Ohio
Kissel	Kissel Motor Car Company	Hartford, Wis.
Larrabee-Deyo	Larrabee-Deyo Motor Truck Co.	Binghamton, N. Y.
Maccar	Maccar Truck Company	Scranton, Pa.
Mack	Mack Brothers Motor Car Co.	New York, N. Y.
Moreland	Moreland Motor Truck Company	Los Angeles, Cal.
Pierce-Arrow	Pierce-Arrow Motor Car Company	Buffalo, N. Y.
Reo	Reo Motor Car Company	Lansing, Mich.
Republic	Republic Motor Truck Company	Alma, Mich.
Sanford	Sanford Motor Truck Company	Syracuse, N. Y.
Schacht	G. A. Schacht Motor Truck Company	Cincinnati, Ohio
Selden	Selden Truck Corp	Rochester, N. Y.
Service	Service Motors, Inc	Wabash, Ind.
Standard	Standard Motor Truck Company	Detroit, Mich.
Sterling	Sterling Motor Truck Company	Milwaukee, Wis.
Stewart	Stewart Motor Corporation	Buffalo, N. Y.
Studebaker	Studebaker Corporation	South Bend, Ind.
White	White Motor Company	Cleveland, Ohio
Yellow	Yellow Truck & Coach Mfg. Co	Chicago, Ill.

AMBULANCE AND FUNERAL VEHICLE MANUFACTURERS

Trade Name	*Member*	*Address*
Cunningham	Jas. Cunningham Son & Company	Rochester, N. Y.
Sayers	Sayers & Scoville Company	Cincinnati, Ohio

Associations of the Automobile Industry

National Automobile Chamber of Commerce

GENERAL OFFICES: Marlin - Rockwell Building, 366 Madison Avenue, at 46th Street, New York, N. Y.

PRESIDENT: Charles Clifton, Chairman of the Board of Pierce-Arrow Motor Car Company, Buffalo, N. Y.

GENERAL MANAGER: Alfred Reeves.

The National Automobile Chamber of Commerce is the successor of the Nationa Association of Automobile Manufacturers, organized in November, 1900, and of the Automobile Board of Trade.

OBJECT: To serve as a clearing house of research and information on subjects concerning motor transportation, and to represent the automobile industry in all matters where co-operative effort is proper, efficient, and economical.

Its purposes may be illustrated by listing some of its current activities, which are directed by the committee members:

Cross-licenses more than 700 patents.

Manages New York and Chicago National Automobile Shows.

Compiles and issues figures on automobile production.

Holds World Motor Transport Congresses.

Studies railroad rates, and handles freight claims for members; appears in rate cases for automobile industry.

Publishes "Handbook of Automobiles" and "Facts and Figures of the Automobile Industry."

Conducts Regional Motor Transport Conferences.

Advocates improved highways located according to economical needs and properly financed.

Collects data on volume of traffic and causes of accidents, campaigns for improvements, and offers more than 500 prizes annually to school teachers and children for the best lessons and essays on traffic and safety.

Sends representatives to motor transportation meetings abroad.

Acts as contact for the automobile industry with insurance rate makers.

Promotes development of motor car, motor truck, motor bus, and taxicab transportation.

Acts as clearing house for policies affecting foreign trade.

Studies relationship of automobile to other industries.

Holds Automotive Equipment Show and Service Conventions to develop more efficient and economical repair shop practices.

Advocates sound and equitable legislative principles.

Conducts Advertising Conventions for exchange of views in lowering overhead costs.

Studies the place of motor transportation in the general economic status.

Number of members making passenger cars, 51; making motor trucks, 45; making taxicabs, 13 and making buses, 31.

Motor and Accessory Manufacturers Association

GENERAL OFFICES: Fisk Building, 250 West 57th Street, New York

BRANCH OFFICE: Credit Department, First National Bank Building, Detroit, Mich.

PRESIDENT: H. L. Horning, Waukesha Motor Co., Waukesha, Wis.

GENERAL MANAGER: M. L. Heminway.

National organization representing interests of automotive parts accessories and equipment manufacturers. Association has automobile show, credit, educational, merchandising, export, legislation, and traffic departments. Field secretaries have been appointed to keep in direct touch with members.

Rubber Association of America

GENERAL OFFICES: 250 West 57th St., New York City.

PRESIDENT: J. C. Weston.

SECRETARY AND GENERAL MANAGER: A. L. Viles.

A national trade organization embracing rubber manufacturers, importers, brokers and dealers in crude rubber, reclaimers and supply manufacturers of the United States and Canada.

Its membership consists of 296 firms, and its object is to promote in all lawful ways the commercial interests of its members, and secure the advantages to be obtained through mutual co-operation, also to stimulate social intercourse among those connected with the rubber industry and commerce and in general for the promotion of the welfare of the rubber industry.

Its work is largely carried on through

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the media of "Divisions" or "Committees" constituted of the members of the Association engaged in a particular branch of the rubber industry.

American Automobile Association

NATIONAL HEADQUARTERS: Pennsylvania Ave. at 17th St., N. W., Washington, D. C.

PRESIDENT: Thos. P. Henry, Marquette Bldg., Detroit, Mich.

TREASURER: Kane S. Green, 23 S. 23rd St., Philadelphia, Pa.

SECRETARY: Charles C. Janes, Southern Hotel, Columbus, Ohio.

GENERAL MANAGER: Ernest N. Smith, Washington, D. C.

The A. A. A. was organized in Chicago in March, 1902. It is now the world's largest motor federation—composed of 780 motor clubs throughout the country and approximately 800,000 members. It is a national civic body, operating without personal profit and officered by responsible business and professional men.

OBJECTS: Its objects, briefly stated, are:

To unite in one body all the automobile clubs and individual motorists in the country.

To secure reasonable and just legislation and to aid in proper enforcement of automobile laws and ordinances.

To obtain local, state and federal aid in the construction and maintenance of good roads.

To encourage road travel and transportation, and to secure, prepare, and disseminate information relative thereto.

To support sportsmanlike contests and other movements that will advance motoring interests.

To develop service to motorists through clubs.

BUS DIVISION

CHAIRMAN: A. N. Hill, Charleston, West Virginia.

VICE-CHAIRMAN: George P. McCallum, 510 Penobscot Building, Detroit, Mich.

SECRETARY: John M. Meighan, Washington, D. C.

Formal organization of the Bus Division of the A. A. A. was completed at Washington on March 19, 1926, with 15 state and regional bus associations as charter members. This Division was established to care for the interests of the owners and operators of motor buses throughout the United States and has its own officers to handle matters pertaining solely to motor bus use.

National Automobile Dealers' Association

GENERAL OFFICES: 320 North Grand Avenue, St. Louis, Mo.

PRESIDENT: C. B. Warren, New York, N. Y.

SECRETARY AND GENERAL MANAGER. C. A. Vane.

OBJECT is promotion of automobile dealer business, constructive publicity on dealer aims, maintenance of high merchandising standards, research on the magnitude of the business, study of markets and dissemination of facts concerning the same, opposition to harmful legislation, support of good legislation, promotion of good roads.

Society of Automotive Engineers

GENERAL OFFICES: 29 West 39th St., New York City.

PRESIDENT: T. J. Litle, Jr., Detroit, Mich.

SECRETARY AND GENERAL MANAGER: Coker F. Clarkson.

OBJECT of the Society is to promote the arts, sciences, standards, and engineering practices connected with the design, construction and utilization of automotive apparatus, of all forms of self-propelled or mechanically propelled mediums for the transportation of passengers or freight, and internal combustion prime-movers. Publications are: *Transactions* (semi-annual), *Year Book*, *The Journal* (monthly), and *S. A. E. Handbook*, including *Standards and Recommended Practices* (revised semi-annually). About 500 distinct mechanical and material standards, specifications, mounting dimensions of parts and accessories have been established by S. A. E. Membership over 5,500.

Motor Vehicle Conference Committee

OFFICES: Room 1408, Marlin-Rockwell Building, 366 Madison Avenue at 46th Street, New York City.

CHAIRMAN: D. C. Fenner.

SECRETARY: Russell Huffman.

The Motor Vehicle Conference Committee, organized in 1919, is composed of representatives from the following organizations: American Automobile Association, Motor and Accessory Manufacturers Association, National Automobile Cham-

(*Continued on following page*)

ber of Commerce, National Automobile Dealers Association, and the Rubber Association of America.

This committee acts as a clearing house for the legislative problems, which, in increasing numbers are confronting the individual members of its component organizations.

National Association of Finance Companies

GENERAL OFFICES: First National Bank, Building, 33 S. Clark St., Chicago, Ill.

PRESIDENT: A. E. Brooker, St. Louis, Mo.

SECRETARY AND GENERAL MANAGER: C. C. Hanch.

OBJECT: Coordination of forces for educational, legislative, and other purposes, generally cooperative with allied interests. A national organization representing automotive financing and insuring interests along the following lines: Advocates credit terms on a safe basis. Opposes vicious state and national legislation and promotes desirable state and national legislation. Distributes valuable data in the shape of educational, legal, statistical, and production bulletins and briefs. Secures material reduction in cost of essential services used by members. Arranges for interchange of service between members in collection and credit work and location of embezzlers of motor vehicles.

National Standard Parts Association

GENERAL OFFICES: Hofman Building, 2539 Woodward Avenue, Detroit, Mich.

PRESIDENT: Chas. W. Moffett, Barney's Auto Parts Co., Inc., New York City.

FIRST VICE-PRESIDENT: W. M. Albaugh, Thompson Products, Inc., Cleveland, O.

EXECUTIVE VICE-PRESIDENT: E. P. Chalfant, 310 Hofman Building, Detroit, Mich.

ASSISTANT MANAGER: Robert Macfee.

Membership comprises corporations, firms or persons engaged in manufacturing and of jobbing standard brands of automotive replacement parts or of garage equipment and tools.

OBJECTS: The objects of the Association are to promote an enlarged acquaintance and a more friendly intercourse among its members, and in all reasonable, lawful and proper ways to promote the best interests of the Automotive Replacement Parts trade.

Automotive Equipment Association

GENERAL OFFICES: 18th Floor, City Hall Square Building, Chicago, Ill.

PRESIDENT: N. F. Ozburn, Memphis, Tenn.

EXECUTIVE CHAIRMAN: Wm. M. Webster, Chicago, Ill.

The organization is international in its scope.

OBJECT: To promote and create a friendly and harmonious relation between manufacturers, jobbers, dealers and garage men and all organized effort incident to or connected with the Automotive Industry, including automobiles, trucks, tractors, air motors, etc.; to encourage legislation, local, State and National, in the advancement of the automotive interests; for the making of better roads; to collect, collate and disseminate information of interest to the trade generally.

Automobile Body Builders Association

GENERAL OFFICES: 1819 Broadway at 59th Street, New York.

PRESIDENT: W. R. Laidlaw, The Laidlaw Co., Inc., New York, N. Y.

SECRETARY-TREASURER: Frederick D. Mitchell.

A National Association composed of Automobile Body Builders and makers of automobile body materials and parts, and plant tools and supplies.

National Ass'n. of Taxicab Owners

HEADQUARTERS: 500 North Dearborn Street, Chicago, Ill.

PRESIDENT: W. W. Cloud, Baltimore, Md.

VICE-PRESIDENT: Russell Reel, Des Moines, Iowa.

TREASURER: W. E. McGuirk, New York, N. Y.

SECRETARY: J. G. Williams, Chicago, Ill.

Trailer Mfgs. Ass'n. of America

HEADQUARTERS: 393 Seventh Avenue, New York City.

PRESIDENT: H. C. Fruehauf.

FIRST VICE-PRESIDENT: S. A. Griggs.

SECOND VICE-PRESIDENT: H. W. Raymond.

SECRETARY - TREASURER: Henry M. Wood.

MANAGER: Allan P. Ames.

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